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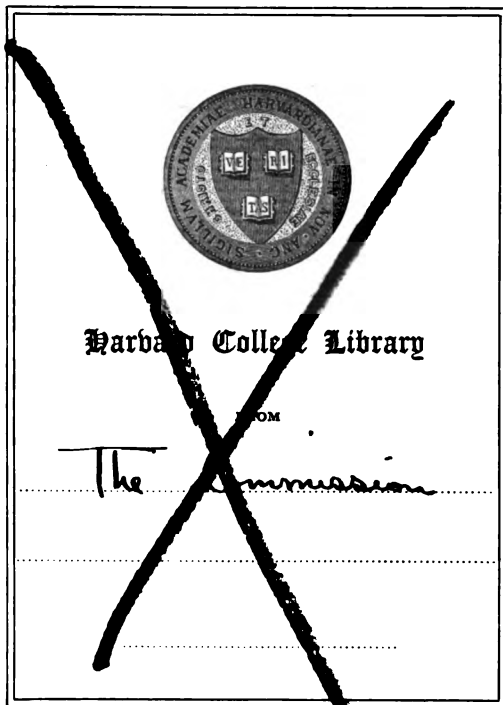
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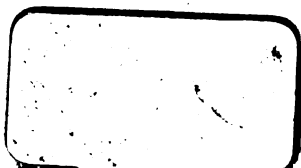


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FIRST ANNUAL REPORT
OF THE
Railroad Commission
OF
LOUISIANA.

May 1st, 1900.

Rec. 2743.1



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C. L. de FUENTES, Chairman,
 839 Gravier Street,
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 Donaldsonville, Louisiana.
W. L. FOSTER,
 Shreveport, Louisiana.

} Commissioners.

W. M. BARROW,^{*} Secretary.

Office of the Railroad Commission of Louisiana,
Baton Rouge, La., May 1st, 1900.)

To his Excellency, Murphy J. Foster, Governor of Louisiana:

Sir—We respectfully submit the following reports of the operations of this Commission from its organization to May 1st, 1900, together with information gathered for the same period, and also present for consideration such facts, suggestions, and recommendations as are deemed proper at this time.

Respectfully submitted,
Commissioners:

C. L. de FUENTES, Chairman,
R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

ORGANIZATION OF THE COMMISSION.

Under the provisions of Articles 283 to 289, inclusive, of the Constitution of 1898, the Railroad Commission of Louisiana was organized on December 9th, 1899, at Baton Rouge. Hon. C. L. de Fuentes, of New Orleans, was elected Chairman of the Commission. Lots were drawn for the terms of office of the respective Commissioners, which resulted in the six years' term falling to Hon. C. L. de Fuentes, the four years' term to Hon. R. N. Sims, and the two years' term to Hon. W. L. Foster. *Mr. C. O'Shaughnessy was elected Secretary.

The Articles from the Constitution under and by virtue of which the Commission was created, are as follows:

EXTRACT FROM THE CONSTITUTION OF 1898,

Showing articles under which the Railroad Commission of Louisiana was created, and those defining its duties and powers.

Article 283. A Railroad, Express, Telephone, Telegraph, Steamboat and other Water Craft, and Sleeping Car Commission, is hereby created; to be composed of three members, to be elected from the districts hereinafter named, at the time fixed for the Congressional election of 1898. Of the three commissioners elected in the year 1898, one shall serve two years, one shall serve four years, and one shall serve six years, the period each is to serve to be determined by lot; thereafter the commissioners from each district shall be elected for a term of six years. They shall be known as the Railroad Commission of Louisiana. The Commission shall meet and open an office and have its domicile at Baton Rouge, and shall elect one of their number chairman, and may appoint a secretary

*C. O'Shaughnessy resigned the position of Secretary March 15th, 1899, and W. M. Barrow, of Baton Rouge, was elected in his stead.

at a salary of fifteen hundred dollars per annum, and may meet and hold regular or special hearings at such other places as they may find necessary. No member of this Convention shall be eligible to election or appointment as a member of said Commission, prior to the year 1908.

Art. 284. The power and authority is hereby vested in the Commission, and it is hereby made its duty, to adopt, change or make reasonable and just rates, charges and regulations, to govern and regulate railroad, steamboat and other water craft, and sleeping car, freight and passenger tariffs and service, express rates, and telephone and telegraph charges, to correct abuses, and prevent unjust discrimination and extortion in the rates for the same, on the different railroads, steamboat and other water craft, sleeping car, express, telephone and telegraph lines of this State, and to prevent such companies from charging any greater compensation in the aggregate for the like kind of property or passengers, or messages, for a shorter than a longer distance over the same line, (unless authorized by the Commission to do so in special cases;) to require all railroads to build and maintain suitable depots, switches and appurtenances, wherever the same are reasonably necessary at stations, and to inspect railroads and to require them to keep their tracks and bridges in a safe condition, and to fix and adjust rates between branch or short lines and the great trunk lines with which they connect, and to enforce the same by having the penalties hereby prescribed inflicted through the proper courts having jurisdiction.

The Commission shall have power to adopt and enforce such reasonable rules, regulations, and modes of procedure, as it may deem proper for the discharge of its duties, and to hear and determine complaints that may be made against the classification of rates it may establish, and to regulate the mode and manner of all investigations and hearings of railroad companies and other parties before it, in the establishment of rates, orders, charges, and other acts, required or authorized by these provisions. They shall have power to summon and

compel the production of books and papers, to take testimony under commission, and to punish for contempt, as fully as is provided by law for the district courts. ,

Art. 285. If any railroad, express, telephone, telegraph, steamboat and other water craft, or sleeping car company, or other party in interest, be dissatisfied with the decision or fixing of any rate, classification, rules, charge, order, act or regulation, adopted by the Commission, such party may file a petition setting forth the cause of objection to such decision, act, rule, rate, charge, classification or order, or to either or to all of them, in a court of competent jurisdiction, at the domicile of the Commission, against said Commission as defendant, and either party to said action may appeal the case to the Supreme Court of the State, without regard to the amount involved, and all such cases, both in the trial and appellate courts, shall be tried summarily, and by preference over all other cases. Such cases may be tried in the court of the first instance either in chambers, or at a term time; provided, all such appeals shall be returned to the Supreme Court within ten days after the decision of the lower court; and where the Commission appeals, no bond shall be required. No bond shall be required of said Commission in any case, nor shall advance costs, or other security for costs, be required of the Commission.

Under
Art. 286. If any railroad, express, telephone, telegraph, steamboat, or other water craft, or sleeping car company, subject hereto, directly or indirectly, or by any special rate, rebate, or other ~~service~~ ⁸, shall intentionally charge, demand, collect or receive from any person, firm or corporation, a greater or less compensation for any service rendered by it, than it charges, demands or receives from any other person firm or corporation, for doing a like and contemporaneous service, or shall violate any of the rates, charges, orders or decisions of said Commission, such railroad, steamboat or other water craft, express, telegraph, telephone, or other company, shall forfeit and pay to the State not less than one hundred dollars, nor more than five

thousand dollars, to be recovered before any court of competent jurisdiction, at the suit of said Commission, at the domicile of the Commission or of the company, or at the place where the complaint arises, at the option of the Commission. Provided, that whenever any rate, order, charge, rule or regulation of the Commission is contested in court, as provided for in Article 285 of the Constitution, no fine or penalty for disobedience thereto, or disregard thereof, shall be incurred until after said contestation shall have been finally decided by the courts, and then only for acts subsequently committed.

The power of the Commission shall affect only the transportation of passengers, freight, express matter, and telegraph and telephone messages, between points within this State, and the use of such instruments within this State.

Art. 287. Until otherwise provided by law, the members of the Commission shall each receive a salary of three thousand dollars per annum, payable monthly on his own warrant, and their actual traveling expenses, and those of their secretary; which expenses, and the salary of the latter, shall be paid on the warrant of the Chairman of the Commission on a sworn statement of their correctness.

Nothing herein shall prevent the railroad, express, telegraph, telephone and steamboat or other water craft, or other companies, from serving free of cost, or at reduced rates, the State or any city, parish, or town government, or any charitable purpose, or any fair or exposition, or any destitute or indigent person, or the issuance of mileage or excursion tickets; nor to prevent railroads, steamboats or other water craft, from giving free transportation to ministers of religion, or inmates of hospitals, or to railroad officers, agents, employes, attorneys, stockholders or directors, unless otherwise provided by this Constitution.

Art. 288. Upon the recommendation of the Commission the Legislature may add to or enlarge the powers and duties of said Commission, or confer other powers and duties on them. They may also provide additional clerical, or other

assistance, that may be deemed necessary for the discharge of the duties of said Commission, and may add other penalties to make the work of said Commission effective.

It shall be the duty of the Attorney General, and the various district attorneys, to aid said Commission in all legal matters, for which they shall receive not exceeding 25 per cent. of all fines and forfeitures collected by them; provided, the Commission may employ other attorneys in lieu of these officers on like terms.

No person in the service of, or attorney for, any railway, express, telephone, telegraph, steamboat or other water craft, sleeping car company or corporation, or pecuniarily interested in such company or corporation, shall hold the office of Commissioner.

The fines collected, after paying the attorney's fees and the costs in suits, in which the Commission may be cast for costs, shall be paid into the State Treasury.

Art. 289. The State is hereby divided into three Railway Commission Districts, and one Commissioner shall be elected from each of said districts by a plurality of the voters of the respective districts. The First District shall comprise the parishes of Orleans, Plaquemines, St. Bernard, Jefferson, St. Charles, St. John the Baptist and St. James. The Second District shall comprise the parishes of Iberville, Ascension, Assumption, Lafourche, Terrebonne, St. Mary, Iberia, St. Martin, Lafayette, Vermilion, Cameron, Calcasieu, Avoyelles, St. Landry, Pointe Coupee, West Feliciana, East Feliciana, West Baton Rouge, East Baton Rouge, St. Helena, Livingston, Tangipahoa, Washington, St. Tammany and Acadia. The Third District shall comprise the parishes of Rapides, Vernon, Sabine, Grant, Natchitoches, Winn, Red River, DeSoto, Caddo, Bossier, Webster, Bienville, Concordia, Caldwell, Franklin, Tensas, Madison, Richland, Ouachita, Jackson, Lincoln, Union, Morehouse, East Carroll, West Carroll, Claiborne and Catahoula."

RULES AND REGULATIONS.

Article 284, it will be seen, provides, among other things, "That the Commission shall have power to adopt and enforce such reasonable rules, regulations, and modes of procedure, as it may deem proper for the discharge of its duties" Proceeding under this provision, on March 9th, 1899, the Commission held a general conference with representatives from the various rail, water, and other carriers operating in this State, on the subject of Rules for their governance. After discussing the business of Louisiana thoroughly, and hearing the opinions of the different representatives present, the Commission adopted the Rules and Regulations which follow, and which have been from time to time amended in a manner to conform to the requirements of the interests of Louisiana.

RULES
AND
REGULATIONS
GOVERNING
RAILROAD, STEAMBOAT AND OTHER WATER CRAFT,
Express, Telephone, Telegraph and
Sleeping Car Companies.

ADOPTED MARCH 2th, 1899.

At a general session of the Railroad Commission of Louisiana, held at its office in Baton Rouge, Louisiana, on the 9th 'day of March, 1899:

Ordered, That the following Rules and Regulations be and the same are hereby established, to take effect from and after date. That the Secretary cause a suitable number of copies thereof to be printed.

A true copy of the record.

Attest:

**C. O'SHAUGHNESSY,
Secretary.**

GENERAL RULES.

EXPLANATION: Whenever the word Carrier is used in the Rules and Regulations it shall be understood to designate either one or all of the parties or companies coming under the jurisdiction of the Commission, that is, all Railroad, Steamboat and other Water Craft, and Sleeping Car, Express, Telephone, and Telegraph Companies.

PROCEEDINGS BEFORE THE COMMISSION.

1. All complaints and applications to have hearings before the Railroad Commission upon any question arising under the law creating said Commission shall be in writing, and in duplicate, and no verbal complaint or application will be entertained by said Commission.

2. Such complaint or application shall contain a brief statement of facts and be signed by the complainants or applicants. Complaints may be sent at any time to the Secretary of the Commission at Baton Rouge.

3. If such complaint or application contain matters which, in the judgment of the Commission, requires investigation, the Secretary shall file the same by placing his file mark thereon with the proper number, enter the same on the Docket and notify the defendants.

4. When any complaint is made to the Commission of any violation of the provisions of the Act creating this Commission, or the Regulations established under said Act, or by this Commission, and it shall appear to the Commission that there are reasonable grounds for investigation, and such party complained of shall fail to satisfy said complainant, after being notified of the complaint as provided in Rule No. 3, a notice shall be issued to such party to appear before the Commission at the place and time named in the notice to answer such complaint. Said notice shall be issued by the Secretary and attested by the seal of the Commission, and the party notified shall be allowed at least five days after service before he shall be required to appear and answer.

5. The party making complaint shall be designated

[] _____

amended

"Plaintiff" and the party against whom complaint is made shall be designated "Defendant."

6. The party or parties to any complaint or application and party complained of may appear before the Commission in person or by counsel.

PUBLIC SESSIONS.

7. The general sessions of the Commissions will be held at its office in Baton Rouge, on such days and at such hours as the Commission may designate. Sessions for receiving, considering and acting upon complaints, petitions and other communications, and also for considering and acting upon any business of the Commission, other than the hearing of contested cases, may be held at any time that a quorum of the Commission may be present.

SPECIAL SESSIONS.

8. Special sessions may be held at other places when in the judgment of the Commission the public interests require it.

POSTING TARIFFS, ETC.

9. Each carrier doing business within the State of Louisiana shall print and keep posted in a conspicuous place at each of its respective stations where there are agents employed, a copy of the Rules and Regulations adopted by the Commission, together with a copy of the Schedule of Freight and Passenger Rates prescribed for said carrier by the Commission; also a copy of the Commission's Classification and a table of distances between stations, giving name of each station, and whenever any change in said schedule of Rates or Classification is authorized, a copy of such shall immediately be furnished the Office of the Commission, and shall also be posted in the same manner as above by the carrier.

10. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

11. It shall be the duty of each Carrier doing business in the State to furnish for inspection to the Commission upon demand any books or papers in possession of said Carrier or certified copy of any paper in the possession of said Carrier at the discretion of the Commission

12. Carriers are required to submit to the Commission for inspection and correction certified copies of all contracts and agreements as to rates with other Carriers.

13. There shall be no secret reduction of rates of Freight, Passenger fares or other tolls, and no rebate, drawback, or other advantage in any form shall be given or paid, either di-

rectly or indirectly, upon shipments made or services rendered to any person not allowed to all persons, under like circumstances and conditions, but the same shall be uniform to all, and public.

14. All passenger trains must stop at points where Court Houses are located. *amended*

15. All passenger carriers must promptly leave point of origin in accordance with advertised schedule. *amended*

16. No trains shall obstruct a Railroad crossing for a greater length of time than ten minutes.

17. At all Railroad crossings where vehicles cross same (outside of incorporated towns or cities) the space between the rails and a space of eighteen inches on the outside of each rail shall be raised to the level of the top of the rails by a filling of plank, rock or gravel, and shall be kept in that condition at all times. Where crossings are located under the track they shall also be kept in thorough repair, and drained. The provisions of this rule must be fully complied with by January 1st, 1900.

18. All Carriers must have a General Office located within this State. *amended.*

19. All accidents where passengers or employees are injured or killed shall be reported by the Carriers to the Office of this Commission at once by telegraph, followed by a full written report. *Amended.*

20. All Carriers shall give prompt notice by mail or otherwise to consignee of the arrival of goods, together with the weight and amount of freight charges due thereon; and when goods or freight of any kind in car load quantities arrive, said notice must contain letters or initials of the car, number of the car, net weight, and amount of freight charges due on the same.

21. The Commission reserves the right to suspend or modify the enforcement of any of its Rules, Regulations, etc., at its discretion.

RULES GOVERNING THE TRANSPORTATION OF PASSENGERS.

1. Each passenger shall be entitled to baggage not exceeding one hundred and fifty pounds.

2. No more than the schedule of passenger rates shall be charged where the ticket office of any station shall not have been open for a reasonable time before the departure

from a station of the train upon which the passenger intends to be transported.

3. At junction points, where the in-coming trains arrive so near the leaving time of the out-going train that it is not practicable for a passenger to procure a ticket, no more than the schedule of passenger rates shall be charged.

4. Carriers are authorized to collect the exact mileage for passenger fares if they shall make the necessary change to enable them to do so; but, if not, no more than the nearest amount ending in 5 or 0 shall be charged.

5. No Carrier shall be allowed to charge more than ten cents for full or half rate fare between regular stations when the fare would be less than the amount.

6. No more than the standard passenger tariff shall be charged passengers from Flag Stations or other Stations where tickets are not kept on sale.

Eliminated 7. When, in consequence of the ~~uncertain time of arrival~~ or departure of a delayed train, it is impracticable for tickets to be purchased, no more than the regular Standard Passenger Tariff shall be charged.

8. Where a Railroad Company has provided agents and offices, ready and open for the sale of tickets, and the passengers, for the want of proper diligence, fail to supply themselves therewith, before getting on the train, then one cent per mile additional may be demanded and collected up to and including a distance of 50 miles only.

Unchanged 9. The Commission will consider applications for an advance or reduction in the standard tariff for the transportation of Passengers, but no change of rates will be of effect or put in force until ratified by the Commission; provided, that this rule shall not be constructed as placing any restriction on the privilege of Carriers to make special ~~rates~~ *rates* excursion ~~trains~~, or to issue what are called "Commutation" or "Mileage tickets;" Provided, no unjust discrimination is practiced.

10. Tickets on sale at any office in a city must be kept on sale at the depot ticket-office of the same Carrier at the same prices.

11. All Connecting Carriers which are under the management and control by lease, ownership or otherwise, of one and the same Company, or connecting with a different Company, shall be required to make close connection whenever practicable.

12. It shall be the duty of each Carrier to bulletin at every telegraph station along its line, (and other stations, if possible), 30 minutes in advance of the schedule time of arrival of its trains, whether such train is on time, and if behind its schedule time to state, as near as can be approximated, the time it is behind. The bulletin board shall be placed in a conspicuous place at the ticket office, and all notices thereon of arrival and departure of trains shall be erased immediately after the departure of trains.

13. Ticket offices must be opened 30 minutes before the schedule time of the arrival of trains carrying passengers and kept open until their departure, and every facility for procuring tickets must be given passengers. A separate waiting room for white and colored passengers, sufficient for their comfort and convenience, shall be provided at all such stations, and these waiting rooms shall be furnished with lights, and when the inclemency of the weather requires it, with fire. A substantial cooler must be placed in each waiting room supplied with good and wholesome water, and there shall be connected with each of these waiting rooms a ladies' toilet. (Order for ladies' toilet to be effective not later than January 1st, 1900.) *Amended.*

14. All carriers shall provide such means or appliances as may be necessary to secure the careful handling of and to prevent injury to baggage. At all stations where no proper appliances are supplied, and no regular depot hand is employed, the train hands shall be required to assist the baggage master, and handle all baggage with care.

15. All Railroad Companies, in addition to the usual bell cord, shall place a safety cord in each coach of the regular passenger trains, running through the entire length of same.

16. It shall be the duty of Sleeping Car Companies, at all stations, on the stopping of trains, to have the doors of their cars open for the entrance and exit of passengers and require the porter to have a step ready for the convenience of passengers desiring to enter or leave the car. *Amended*

17. Wherever there is, by reason of accident or otherwise, a break or obstruction on any Railroad, which will delay any passenger train on said Railroad, it shall be the duty of said Road to have the same bulletined at all stations at and between the said passenger train and the place so obstructed, and the conductor shall give notice of said obstruction to the passengers taking train at the different stations before leaving same, as well as those already on the train, of the delay that will probably be caused. *Amended.*

18. All passenger Carriers shall provide safe and adequate heating appliances, and shall keep the passenger compartments sufficiently warm to make the passengers comfortable. An adequate supply of good and wholesome ice water must be supplied in all such compartments.

19. Each Carrier shall furnish separate compartments for the accommodation of white and colored passengers, providing, however, that this shall not apply to colored maids or servants in charge of white children.

Amended
20. Any unused portion of any ticket shall be redeemed by the Carrier on presentation at any of its ticket offices.

Repealed
21. No form or style of ticket now in use by any Carrier in this State shall be withdrawn without the consent of this Commission.

RULES GOVERNING THE TRANSPORTATION OF FREIGHT.

1. All connecting Railroads or other Carriers, which are under the management and control, by lease, ownership, or otherwise, of one and the same company for purposes of transportation, shall, in applying the tariffs of this Commission, be considered as constituting but one and the same Carrier, and the rates shall be computed as upon parts of one and the same Carrier, unless otherwise specified.

Amended
2. On all shipments of freight which shall pass over the whole or portions of two or more Roads or Water Routes, not under the same control, the maximum rate charged shall not be greater than the sum of the local rates on such freights for the distance hauled by each Carrier. The total rate thus ascertained on such freights from the point of shipment to the point of destination shall be divided in such proportion between the Carriers as to give to each Carrier interested in the shipment its local traffic rate conditioned upon the initial Carrier delivering the traffic to the connecting Carrier at its nearest junctional point. Nothing in this rule shall be construed to prevent the total of any joint rate made under this Rule from being divided in such proportion between the Carriers interested in the same, as they may agree upon, but failure to so agree between the Carriers interested shall in no way affect the total joint rate to be charged and collected or be a subject of appeal to the Commission by the Carriers at interest.

3. Since the separate rate cannot be conveniently given for every possible distance, the law authorizes the Commission to ascertain what shall be the limits of longer and shorter dis-

stances. Five (5) miles has, accordingly been fixed as the limit for a change of freight rates for all distances less than one hundred miles; and ten (10) miles for all distances over one hundred miles. The Commission reserves the right, however, to correct the charge in extreme cases which work hardships, although the same may not violate the letter of its rules.

4. For a distance under 20 miles or over 250 miles a reduction of rates may be made without making a change at all stations short of 250 miles; provided, however, that when any Carrier shall make a reduction of rates for a distance of over 250 miles, the same shall apply to similar distances on all the roads controlled by the same Company, and in no case shall more be charged for a less than a greater distance. *Amended*

5. The freight rates prescribed by the Commission are maximum rates, which shall not be transcended by the Carriers. When there are between any two points two or more competing Carriers not under the same management or in the same system, the longer line or water routes, in order to give said points the benefit of competition, may reduce the rates between said two points below the Standard Tariff, without making a corresponding reduction at all stations or landings along the lines of said roads or water routes; Provided, said reduction shall not make the rates less than the Standard Tariff Rates for the shortest line between said points; Provided further, that before taking effect, the proposed changes of rates shall be submitted to and approved by this Commission.

6. No freight rates now in existence in this State shall be changed without the consent of this Commission, Provided, however, that where the Constitution is violated by charging more for a shorter than for a longer distance, such overcharge shall be reduced for the shorter distance to make same conform to law. ~~Amended~~

7. Carriers may collect 25 cents as a minimum charge *Amended* on a single shipment, however small.

8. No Carrier doing business in this State shall permit a blockade of any class of freights on account of any arrangement existing between it and other Carriers as to the transportation of freight according to percentage or otherwise.

9. The right of a shipper to direct by what Carrier or Carriers in this State, his shipments shall be transported shall be observed by all Carriers. No Carrier shall decline or refuse to transport any article proper for transportation.

10. All Carriers shall upon demand issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad or water route issuing such receipt, and as far as practicable shall state the charges upon the same over the connecting roads or water routes transporting such freight; and in all cases the Carrier receiving such freight shipped shall be held responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by the Commission. When the consignee of such freight presents the Carrier receipt to the agent of the Carrier last transporting said freight such agent shall deliver the articles shipped, upon the payment of the rates charged for the class of freight as stipulated in said Carrier's receipt; but no part of freight bills need be paid by consignee until all the freight is delivered or Carrier makes good that portion of freight not delivered.

11. In all cases of claims against Carriers for loss or damage to freight, delivering Carriers must settle for same within 30 days at point of destination.

See case 12
12. All overcharges on freight by any Carrier shall be settled within 30 days after demand by consignee or his representative upon the agent at the delivering depot or landing. Whenever an over charge on freight has been made on a shipment over two or more railroads or water routes, or any part of two or more roads or water routes, it shall be settled by the delivering Carrier. If the overcharge is made on a shipment to a flag station, the demand may be made on the agent at the regular station to which the same was billed.

13. All freight depots must be kept open each day (Sundays excepted) for the receiving and delivering of freight between the hours of 7 a. m., and 6 p. m., with an intermission from 12 m. to 1 p. m.

14. No Carrier shall, for any cause, subject any article of freight to unreasonable delay in receiving, delivering or forwarding the same to its destination.

15. When a shipment is offered at a point where there are two routes over connecting lines to destination, it shall be the duty of the Carrier making shipment to forward same by the shortest route, unless the rate charged over the longer route does not exceed that of the shorter, or unless otherwise ordered by the shipper.

RULES GOVERNING ERECTION AND LOCATION OF DEPOTS.

1. From and after date no change of freight or passenger depots or flag stations from their present location, or suspension of the sale of tickets, or the receiving or forwarding of freights from stations now in use for such purpose, will be permitted without the consent of this Commission.

2. Permission for the location of switches, spurs and depots and the construction of same must be secured from this Commission. Application for such permits must be accompanied by all information necessary for a full and proper understanding of all interests to be affected thereby. *Amended*

TARIFF AND RULES GOVERNING TELEGRAPH COMPANIES.

1. No Telegraph Company shall charge or collect more than twenty-five (25c) cents for any message of ten words or less, exclusive of date, address and signature, between any two points on its lines within the limit of the State, nor more than two cents for each additional word on any day message, nor more than one cent for each additional word on a night message.

2. All messages offered for transmission must be promptly forwarded and delivered.

3. No Telegraph office where messages are received and transmitted shall be discontinued or abolished without first obtaining the consent of this Commission upon an application duly filed by the said Company desiring such discontinuance, wherein shall be stated the reasons therefor. *Rules added*

EAST LOUISIANA TELEGRAPH COMPANY.

Upon application of the Manager of the East Louisiana Telegraph Company, and upon showing made, it is ordered that they be allowed to charge the following rates:

Day messages 50 cents for ten words or less and 2 cents for each additional word; night messages, 30 cents for ten words or less and 1 cent for each additional word.

OCEAN TOWBOAT LINES, TELEGRAPH.

Upon application of the Manager of the Ocean Towboat Lines, Telegraph, and upon showing made, it is ordered that said Company be allowed to charge the following rates:

New Orleans to Port Eades—Messages 10 words or under, \$2.00 and 10 cents for each word over 10.

New Orleans to Head of Passes—10 words or under, \$2.00 and 10 cents for each word over 10.

New Orleans to Quarantine—10 words or under, \$1.50 and 10 cents for each word over 10.

New Orleans to Fort St. Philip—10 words or under, \$1.00 and 5 cents for each word over 10.

TARIFF AND RULES GOVERNING TELEPHONE COMPANIES.

1. No Telephone Company shall charge or collect more than twenty-five cents for any written message of ten words or less, exclusive of date, address, and signature, between any two points on its lines within the limit of the State, nor more than two cents for each additional word on any day message nor more than one cent for each additional word on a night message.

2. All messages offered for transmission must be promptly forwarded and delivered.

3. No Telephone office where messages are received and transmitted shall be discontinued or abolished without first obtaining the consent of this Commission upon an application duly filed by the said company desiring such discontinuance wherein shall be stated the reasons therefor.

4. There shall be no increase in the rates now charged for rent of instruments or for use of public station instruments for conversation without the consent of this Commission.

Commissioners.

C. L. de FUENTES. Chairman.

R. N. SIMS, Jr.,

W. L. FOSTER,

C. O'SHAUGHNESSY, Secretary.

Baton Rouge, La., March 9th, 1899.

AMENDMENTS.

After the publication of the Rules it was found that a strict compliance with all of them by many carriers would entail an unnecessary and unreasonable hardship. Many petitions were filed with the Commission asking for modifications of the more rigid rules, and requesting the Commission to place its interpretation upon certain rules which seemed to admit of questions of doubt. Accordingly, on April 15th, 1899, the Commission issued a circular containing amendments to certain of its rules, and defining others in such a manner that no confusion could occur. A copy of these amendments were mailed to every carrier in the State.

**AMENDMENTS TO AND CONSTRUCTIONS ON THE
RULES AND REGULATIONS, AS PUBLISHED
MARCH 9, 1899.**

At a General Session of the Railroad Commission of Louisiana, held at its office in Baton Rouge, Louisiana, on the 15th day of April, 1899, A. D., the following constructions were placed on certain rules contained in the printed "Rules and Regulations" of the Commission, and the changes indicated made therein:

POSTING TARIFFS, ETC.

Rule 14. An exception to this rule is made in the case of the train running on the Illinois Central Railroad, known as the "Chicago Limited," and in the case of the semi-weekly train on the Southern Pacific Railroad, known as "The Sunset Limited."

Rule 15. The Commission rules that the holding of a train thirty minutes, in order to make connections, will not be considered a violation of this rule.

Rule 18. The Commission construes "General Office" as used in this Rule to mean an office in Louisiana where responsibility can be fixed, and where all necessary information can be obtained by the Commission.

Rule 19. The Commission construes "Accidents" as used in this Rule to mean accidents in case of wrecks.

**RULES GOVERNING THE TRANSPORTATION OF PAS-
SENGERS.**

Rule 7. This Rule is hereby eliminated.

Rule 9. The Commission holds that under this Rule special excursion rates may be issued to any of the regular trains. Line 6, Rule 9, is therefore amended to read: "Privilege of Carriers to make special excursion rates," instead of "Privilege of Carriers to make special rates on excursion trains."

Rule 13. Line 2. The word "Arrival" is substituted for the word "Departure."

Ladies' toilets will be considered as connected with the waiting rooms if the walks thereto are walled up on each side, and open into the waiting rooms.

Rule 16. The Commission construes "Doors" as used in this rule to mean one door in each car.

Rule 17. The Commission rules that notice given by any employee of a Carrier, under the direction of the Conductor, will be considered a compliance with this Rule.

Rule 20. The Commission amends this Rule to read as follows:

"20. Any ticket or unused portion of any ticket shall be redeemed by the Carrier on presentation at the office where said ticket was sold, or at the General Office of the Company, provided, that in such redemption a deduction of the Standard Tariff rate for the mileage traveled, shall be made.

RULES GOVERNING TRANSPORTATION OF FREIGHT.

Rule 2. The Commission construes "Junctional Points" as used in this Rule to refer to roads that have trackage connections.

Rule 4. The Commission amends this Rule by adding the words "Except as in Rule 5."

Rule 6. The provisions of the long and short haul clause are temporarily suspended in the case of New Orleans, Shreveport, Monroe, Alexandria and Lake Charles, because of interstate competition.

Rule 8. This Rule is to be taken in connection with Rule 2.

Rule 11. The Commission amends this Rule by adding after the word "Destination," in the last line, the words: "Or at the point of shipment, as the claimant may elect.

Rule 12. The Commission amends this Rule by adding after the word "Landing" in line, 3, the words: "Or at the point of shipment, as the claimant may elect."

RULES GOVERNING ERECTION AND LOCATION OF DEPOTS.

Rule 2. The Commission amends this Rule by striking out the words "Switches, spurs and" in line 1, and adding after the words "Affected thereby," in the last line, the words: "The Commission reserves the right to pass upon the location of all switches and spurs."

The Daily Advocate, a newspaper published daily in the City of Baton Rouge, Louisiana, is hereby declared to be the Official Journal of this Commission, and publication of its Rules and Regulations, Circulars, Tariffs, etc., in said Journal, will be considered official notice to all whom they may concern. All Rules and Regulations, Circulars, Tariffs, etc., as

above, shall be effective five days after the date of publication, unless otherwise specified by the Commission.

Commissioners.

C. L. de FUENTES, Chairman.
R. N. SIMS, Jr.
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., April 15th, 1899.

AMENDMENTS TO RULES.

Order No. 22.

At a General Session of the Railroad Commission of Louisiana, held at its office in Baton Rouge, La., on the 13th day of October, 1899, it was

Ordered, That the following resolution be adopted:

Whereas, The experience of this Commission has been that the best interests of the public service have not been promoted by the operation of Rule 7, Page 6, of the Rules and Regulations of the Commission; therefore, be it

Resolved, That the above mentioned rule be amended as follows:

Page 6. Rule 7. In the sixth and seventh lines strike out "Other than the hearing of contested cases," and add after the word "present," in the eighth line, "all Commissioners having been previously notified."

By order of the Commission:

Dated Baton Rouge, La., October 14th, 1899.

Commissioners.

C. L. de FUENTES, Chairman.
R. N. SIMS.
W. L. FOSTER.

W. M. BARROW, Secretary.

RATES.

The question of fixing rates for the various carriers over which the Commission has jurisdiction, is the most intricate and difficult one before the Commission. From the date of its organization, the Commission has endeavored to be fair and just to both shippers and carriers in the cases where it has or-

dered changes in existing tariffs. Its policy has been to uphold and protect the rights and privileges of the people, and, at the same time,, to acknowledge and respect the rights of corporations. It has sought to advance the best interests of both, and in doing that to promote the welfare of Louisiana. In all matters relating to the fixing or changing of rates the Commission has proceeded with great caution. It has strenuously opposed the raising of rates under any circumstances. On the contrary, reductions have been made in many rates on nearly every line in the State. Whenever it has been possible to do so, the Commission has, in making rates for the carriers of this State, adopted the mileage basis, considering that as being the fairest method of computing freight rates. A file of all the tariffs and rates in use by the different carriers of this State, is kept in the office of the Commission. Carriers are required to obtain authority from the Commission before any changes in rates can be made, and when application is made to the Commission, if the proposed rate is not an increase over any rate then in effect, authority is promptly granted to apply the rate, and a number is furnished which is required to be printed upon the tariff when published. Should the application be for an advance in rates, the matter is brought before the Commission at its next session, a hearing given if desired to the carrier applying for the advance, and unless it is shown that the advance is necessary to prevent an actual loss, or to meet unusual conditions, the application is denied.

AUTHORITIES GRANTED BY THE COMMISSION.

Proceeding under this method of authorizing rates, there have been, since the 17th of April, 1899, when the system went into effect, up to May 1st, 1900, three hundred and eighty-six authorities furnished the different carriers throughout the State. Of this number but a very small proportion represent increases over old rates, while the large majority of them show a decided decrease. Some of the authorities cover reissues of old tariffs, and in such cases the rates remain unchanged. When it is considered that many of the Commission's authorities cover commodity tariffs and class rates, it may be more easily understood what a great number of rates have been reduced in this State.

SCOPE AND JURISDICTION OF THE COMMISSION.

While it is true that the jurisdiction of the Commission extends over nearly every class of common carrier known to operate in the State, and embraces the operations of almost all of them within the limits of the State, yet it is also

true that many questions which are brought before the Commission properly belong to the District Courts. An impression prevails among certain classes of shippers that the jurisdiction of the Commission extends over interstate rates. Complaints involving interstate shipments have reached the Commission, which have of necessity been dismissed without any action being taken, for want of jurisdiction. In such cases there is practically no redress, and can not be, until some action is taken by the National Congress to enlarge the powers of the Interstate Commerce Commission, so that it may fix and determine reasonable and just rates.

Such questions as fixing the responsibilities of carriers for damage in transit, and matters of a like nature, seem to be entirely outside of the jurisdiction of the Commission, and it has so held in its rulings.

CLASSIFICATION OF RATES.

No classification of the freight rates has been attempted for the reason that without an experienced rate clerk whose entire time can be given to this subject, it would be impossible to carry the work out successfully. A uniform classification of freight for Louisiana is undoubtedly greatly needed, and will result in benefit to shipper and carrier alike. The Commission hopes to accomplish this work before its next report is published.

STEAMBOATS AND OTHER WATER CRAFTS.

The Railroad Commission of Louisiana is one of the few Commissions of a like character in the United States which has jurisdiction over steamboats, the other States which have provided for the supervision and control of this class of carriers being North Carolina and Virginia. The question of water competition in Louisiana, however, is more extensive than in any State in the Union, by reason of the fact that the State is traversed by a greater mileage of navigable streams than any other State, the total mileage being given as 3,771 miles. Scarcely a railroad in Louisiana but that is paralleled for a portion, if not its entire length, by streams upon whose waters steamers of great storing capacity are plying the year round. This condition has had a beneficial effect upon the freight rates of this State, and it is probably on account of this that Louisiana enjoys as low rates as do the States where the great trunk lines run side by side their entire distance, and stimulate brisk competition. The problem of handling the steamboat rates has been met by compelling the steamboats to file their

tariffs and rate books with the Commission, from which there can be no change without their consent. In some instances the freight rates on steamboats have been reduced to a mileage basis, allowing them to use the short line mileage, and the railroads and steamboats in many territories are operating under the same tariffs. This method of dealing with rates of steamboats practically does away with the wholesale cutting of rates and the disastrous rate wars which existed before the Commission's organization, than which nothing more demoralizes the growth of communities and the upbuilding of commerce.

TELEPHONE AND TELEGRAPH COMPANIES.

In dealing with class of carriers, some difficulty has been experienced in formulating rules that would apply to all communities where they operate, without imposing a hardship upon the company or interfering with the service and the rates at which it is furnished.

The rates of the Western Union Telegraph Company were reduced to twenty-five cents for day messages of ten words or less, with an extra charge of two cents for every additional word over ten. The night rate was made twenty-five cents, and one cent for additional words. These rates apply between any two points in Louisiana, and have been in use by the company since March 9th, 1899.

The question of fixing a maximum for telephone service for the numerous towns and cities where telephone companies operate exchanges and toll lines, varies in each particular case, according to population, connections, class of service, and a number of other causes, so that the Commission has thought that the interests of all would be best conserved by dealing with each case as it arises.

EXPRESS COMPANIES.

A few reports have been received of exorbitant rates exacted by express companies, but most of these have related to interstate shipments and are not under the jurisdiction of the Commission.

SLEEPING CAR COMPANIES.

The rate for a berth on the Pullman Palace Cars has been reduced to a maximum of \$2.00 between any two points in Louisiana. This had the effect of reducing the rate from New Orleans to Shreveport from \$2.50 to \$2.00.

ANNUAL REPORTS.

The Commisison requires from every carrier in the State an annual report, setting forth such information as may be of use to the Commisison in investigating the affairs of the Company, and adjusting complaints which may come before it. These reports cover the fiscal year ending June 30 of each year, and are required to be on file with the Commisison on or before September 1st, following.

The following companies have made report to the Commission for theyear ending June 30, 1899:

ABBREVIATED NAME OF ROAD.

- Arkansas, La. & So. R. R. Co.
- Chicago, St. L. & New Orleans R. R. Co., operated by Illinois Central Railroad Co.
- Cinclare Central Factory R. R. Co.
- East Louisiana R. R. Co.
- Houston & Shreveport R. R. Co.
- Iberia & Vermilion R. R. Co., operated by Southern Pacific Company.
- Illinois Central Railroad Co., operates the C., St. L. & N. O. R. R.
- Jackson R. R. Co.
- Kansas City, Pittsburg and Gulf Ry. Co.
- Kansas City, Watkins & Gulf Ry. Co.
- Louisiana & Arkansas R. R. Co.
- Louisiana Central R. R. Co.
- Louisiana & Northwest R. R. Co.
- Louisiana Southern Ry. Co.
- Louisiana Western R. R. Co., operated by Southern Pacific Co., Atlantic system.
- Louisville & Nashville R. R. Co., operates the N. O. & M. R. R.
- Mansfield Ry. & Transptn. Co.
- Mississippi & Lafourche R. R. Co.
- Morgan's La. & Tex. R. R. & S. S. Co., operated by Southern Pac. Co., Atlantic system.
- Natchez, Red River & Tex. Ry. Co.
- Natchitoches & Red Riv. Val. Ry. Co.
- New Orleans, Fort Jackson & Grand Isle R. R. Co.
- New Orleans & Mobile R. R. Co., operated by L. & N. R. R. Co.
- New Orleans & Northeastern R. R. Co.
- New Orleans & Northwestern Ry. Co.
- Pontchartrain R. R. Co., operated by L. & N. R. R. Co.

St. Louis, Avoyelles & Southwestern Ry. Co.
 St. Louis, Iron Mountain & So. Ry. Co.
 St. Louis Southwestern Ry. Co.
 Shreveport & Red Riv. Val. Ry. Co.
 Southern Pacific Company, operates M. L. & T. R. R. &
 S. S. Co., I. & V. R. R., and La. W. R. R.
 Texas & Pacific R. R. Co.
 Vicksburg, Shreveport & Pac. R. R. Co.
 Yazoo & Mississippi Val. R. R. Co.

STEAMBOATS AND OTHER WATER CRAFT.

Baton Rouge & Bayou Sara Packet Co.
 Bayou Teche Line, operated by Sou. Pac. Co.
 Interstate Transp'tn. Co.
 Lafourche Packet Co.
 Lockport & Raceland Flatboat Line.
 Lower Coast Packet Co.
 Steamer Chickasaw.
 Steamer America.
 Steamer New Camelia, Mandeville & Covington Line.
 Memphis & Cincinnati Packet Co.
 Mississippi Packet Co.
 Red River Line.

EXPRESS COMPANIES.

American Express Co.
 Pacific Express Co.
 Southern Express Co.
 Wells, Fargo & Co.'s Express.

TELEPHONE AND TELEGRAPH COMPANIES.

Cumberland Telephone & Telegraph Co.
 East Louisiana Telegraph Co., operated by East Louisiana
 R. R. Co.
 Louisiana & Arkansas Telegraph Co.
 Merchants' and Planters' Telephone Co. of Baton Rouge.
 Monroe Telephone Co.
 Ocean Towboat Telegraph Line.
 Peoples' Telephone Co., of New Orleans.
 Postal Telegraph Co.
 Thibodaux Telephone Co.
 Western Union Telegraph Co.

SLEEPING CAR COMPANIES.

Pullman Company.

ACCIDENTS.

The Commission requires that all accidents in case of wrecks where passengers or employees are injured, shall be reported by telegraph, followed by a full written report. In compliance with this rule the following accidents have been reported:

NATCHEZ, RED RIVER & TEXAS RAILROAD.

November 9th, 1899.

While coming in from Black River Station, on train No. 2, box car in front of locomotive overturned and killed a colored brakeman named "Monk" Brown.

ILLINOIS CENTRAL RAILROAD.

January 9th, 1900.

Cars in Illinois Central freight train No. 55 derailed at Shrewsbury, near New Orleans. An unknown party stealing a ride was severely injured. Accident caused by wheel breaking in front of the engine.

ILLINOIS CENTRAL RAILROAD.

January 9th, 1900.

Eugene Martin, foreman in charge of Wrecker No. 5, while moving wrecked cars at Shrewsbury, had right leg crushed off by boom of wrecker dropping out of socket at bottom, swinging round and catching him between the boom and one of the upright posts. Sent to Charity Hospital.

VICKSBURG, SHREVEPORT & PACIFIC RAILROAD.

April 13th, 1900.

Extra train No. 315, while passing Girard, struck cow lying on track, Engine and four cars derailed. Engineer scalded, but not fatally.

YAZOO & MISSISSIPPI VALLEY RAILROAD.

Q. D. Block, while stealing a ride on Y. & M. V. train No. 58 was killed about nine miles from New Orleans. It appears that he was riding on draw heads of cars, and fell between.

ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILROAD.

April 17th, 1900.

South bound passenger train No. 221 ran into washout near mile post No. 60. Engineer and fireman slightly hurt.

DEPOTS.

Among the first reforms instituted by the Commission was the ordering of new depots at places where the accommodations for passengers and freight were inadequate. Many petitions have been presented to the Commission asking for better depot facilities, and those only have been refused which the carrier has proven beyond question would have to be operated at a decided loss to themselves. The Commission has ordered new depots wherever the passenger and freight traffic would justify the expenditure. Accordingly, new depots have been ordered at:

Lake Charles, on the Southern Pacific Railroad.

Logansport, on the Houston & Shreveport Railroad.

St. Charles, on the Texas & Pacific Railway.

Boutte, on the Southern Pacific Railroad.

Gross Tete, on the Texas & Pacific Railway.

St. Peters, on the Yazoo & Mississippi Valley Railroad.

Florence, on the New Orleans & Northwestern Railroad.

Jones, on the St. Louis, Iron Mountain & Southern Railway.

Benson, on the Kansas City, Pittsburg & Gulf Railroad
(Now the Kansas City Southern Railway.)

Waverly, on the Vicksburg, Shreveport & Pacific Railroad.

St. John, on the Texas & Pacific Railway.

In addition, there have been a number of improvements in the pagodas at flag stations, by the installation of seats, and the closing in of the stations, by the installation of seats, from the weather. There has been a marked improvement in the depot accommodations all over the State, and ladies toilets are now connected with every depot in the State except where the sanitary conditions render such a convenience absolutely unsafe to health, and would become a menace to the public. Heaters for the winter are required in every regular passenger depot, while healthful ice water for the summer is required to be placed both in depots and on the trains. While it is certain that in some cases these rules are not followed there have been but few complaints of their violation to the Commission, and a letter calling the attention of the carrier to the neglect usually correct it at once. A bulletin board is required at all stations, upon which must be posted the time of the arrival and departure of all passenger trains, and when trains are late, it is necessary to post the time they are delayed, thirty minutes before the usual time of their departure.

SESSIONS.

The Commission has held regular session at intervals of about thirty days, for the consideration of contested cases, hearings upon petitions, and investigations into matters of public interest. In addition special sessions have been held whenever occasion demanded. Most of the sessions have been held at the office of the Commission in the Capitol at Baton Rouge. In some instances, however, where a large number of witnesses were to be examined, and for the convenience of the parties in the suit, sessions have been held in different localities, in order to afford every facility to those who were interested in the case, to be heard, as well as to save them the expense of a trip to Baton Rouge. The meager appropriation at the hands of the Commission has only permitted such sessions to be held occasionally. Four have been held in New Orleans and one in Shreveport. Numerous special sessions have also been held, principally in New Orleans.

COMPLAINTS.

The docket of the Commission shows that ninety petitions and complaints have been filed up to May 1st. The complaints cover a number of important questions of vital interest to the people of Louisiana.

MODE OF PROCEDURE IN CASES BEFORE THE COMMISSION.

The method of dealing with complaints before the Commission, in brief, is as follows:

An informal statement of the facts, containing the name of the Plaintiff, and the name or title of the Defendant, is filed in duplicate with the Secretary of the Commission, at Baton Rouge. The complaint is docketed, and one copy is immediately mailed to the defendant, with notice to answer within a certain time, while the other copy is placed on file in the office of the Commission, and becomes part of the record in the case. As soon as the defendant company answers, which is also required to be filed in duplicate, one copy is mailed to the plaintiff, and the other copy is placed in the record of the case. Should the defendant admit the charge of the plaintiff, and offer a settlement through compromise or grant the demands of the petition, the matter is referred back to the plaintiff, and, if accepted, the case ends here, and is closed. If, however, the defendants deny the allegations of the complaint, and refuse the demands of the petition, the case is set for a hearing

at the next session of the Commission, unless continued at the request of the parties, when both sides are notified to appear and defend their interests. The trial is conducted before the Commission in as simple a manner as possible, and no strict and encompassing legal formalities are followed. The parties may appear in person, or may be represented by an attorney in fact or an attorney at law. When witnesses are introduced both parties are given an opportunity to examine them, and they are cross-examined by the Commission. The testimony is taken by the Secretary, and preserved as a part of the record. Arguments are then heard, and the case submitted on the record and argument. In many cases decisions are rendered immediately following the trial; but where the record is large, and questions of great importance are involved, the whole matter is taken under advisement, and the decision withheld until all the facts in the case have been carefully weighed and considered. It has been the policy of the Commission, wherever practicable, to settle contested cases by amicable adjustments, believing that such adjustments are generally more satisfactory to all parties than decisions. The decisions of the Commission are contained in an order, copies of which are mailed to both plaintiff and defendant, and which is also printed in the Official Journal of the Commission.

Believing that the decisions and rulings of the Commission may be of use to those who may have complaints before the Commission in future, a list of the cases and decisions in cases before the Commission from its organization to the 1st of May, 1900, are appended hereto, and made a part of this report.

RECAPITULATION.

The Railroad Commission of Louisiana was created to protect the people's rights, and to prevent the discriminations and abuses so frequently practiced by carriers operating for the public, to the detriment of an individual, corporation or locality, in favor of others. Its policy has been to promote the welfare of both, and to adopt rules which would allow benefits to all alike, without imposing hardships upon any. In its decisions it has endeavored to be fair and just to the aggrieved party, and to act with equal fairness to the party committing the wrong. All interests have been zealously guarded, and an earnest endeavor has been made to adjust the unequal conditions, so that no particular person or place would enjoy undue privileges over another. In the authorization of rates, it has been cautious to allow no advances except such as were absolutely necessary, and reductions have con-

stantly been made, so that to-day the people of Louisiana enjoy lower freight rates than were ever known before, and which by comparison are shown to be equally as low as those of any State in the Union. Reductions are going on from day to day, and it is hoped before long that a classification of rates for Louisiana will be ready, which will go far towards adjusting any inequalities which may exist.

The complaints before the Commission have been heard promptly, and settled as rapidly as possible. The docket of the Commission is finished at every session, and only such cases are allowed to go over as require further investigation, or await the decisions of Appellate Courts, before the Commission's decisions would have any force or effect. Ninety cases have been filed up to the date of this report, seventy-nine of which have been decided.

The conditions of tracks and depots have steadily improved. Many roads in the State are now ballasting their road beds with stone or gravel, and laying new rails. Depots have been rebuilt and repaired, and depot accommodations have been increased.

Through the Commission, claims are settled with rapidity and satisfaction, and the people of the State have this means of adjusting their complaints without the expense of going to the district or appellate courts. Complaints which may have consumed months for their settlement in the State Courts, the costs of which would have soon become greater than the amount involved, are settled by the Commission frequently within thirty days after they are filed, and without any expense whatever to the complainant, except probably the expense of a trip to Baton Rouge to look after his interests. Even that, however, is not necessary in some instances.

It has been made possible through the Railroad Commission for every shipper or passenger using the common carriers of the State, to obtain redress for any hardship that is imposed upon him, and the Commission invites all who may have grievances to refer the matter to them for settlement.

It is gratifying to state that only a few of the Commission's decisions have been appealed. Only four of its orders have been contested, and these by the Southern Pacific Company and the Yazoo and Mississippi Valley Railroad Company, and Illinois Central Railroad Company. The first is an exception taken by the Southern Pacific Company to the Commission's order fixing a tariff on rice. Every other carrier in the State has accepted the order, and operated under it during the last rice shipping season, with general satisfaction. The Y. & M. V. R. R. Co., and the I. C. R. R. Co. took exception to two of

the Commission's orders. One requiring all stock cars to be bedded, excepted to by both companies, and an order by the Commission putting in rates on cotton from Norwood, Wilson and Clinton to New Orleans. These cases are still pending in the courts. The Cumberland Telephone & Telegraph Company took exception to the Commission's order reducing its rates in Algiers to a parity with those in New Orleans. This case is also pending in the District Court.

RECOMMENDATIONS.

In the provisions for the establishment of the Railroad Commission, it is undoubtedly contemplated that the road beds, equipment, and appurtenances of carriers under its jurisdiction should be regularly inspected, and, indeed, regular inspections are necessary in order to see that the Rules and Regulations of the Commission are properly carried out. With the present appropriation for traveling expenses such inspections become impossible.

It has been shown also, by the first year's experience of the Commission, that much time and expense may be saved to the people living long distances from the domicile of the Commission who may have grievances which they desire investigated, when the Commission holds its sessions at or near the localities where the complaint arises. It is also possible to arrive at a much speedier adjustment of the complaint, and allows a wider field for investigations.

In order to carry out these suggestions, it is earnestly recommended that some legislation be passed by the present Legislature which will enable the Commission to render a more efficient service to the people. In this connection attention is invited to the fact that the majority of the States which have provided for Railroad Commissions require the carriers to transport the members of the Commission free of cost when they are traveling on official business. Under Article 287 of the Constitution of 1898, it is provided, among other things, that "Nothing herein shall prevent the railroad, express, telegraph, telephone and steamboat or other water craft, or other companies, from serving free of cost or at reduced rates, the State, or any City, Parish, or Town Government, etc." When it is considered that the business of the Commission is of such a nature as to require their traveling continually, and the interests of the State can best be protected by a constant vigilance over the operations of carriers, the condition of their tracks, station houses, the protections at grade crossings, and the provisions for the safety of employees and passengers, it

may be understood why it is necessary either that carriers be required to transport the Commission free of cost to the State, when on official business, or that the appropriation be made sufficiently large to cover such expense.

EXPERT RATE CLERK, ETC.

The question of establishing rates for the rail and water routes, of correcting discrepancies, and adjusting discriminations, is one which requires the services of an expert rate clerk. The usefulness of the Commission may be increased greatly with the aid of an expert rate clerk, whose exclusive duty would be to formulate tariffs, correct errors and discriminations in rates, and look after the files of the office. The importance of this department of the Commission's work can not be overestimated. With only a Secretary, whose duties in other departments consume his entire attention, it is impossible to render the best service to the State in the direction of establishing rates, and it is urgently asked that a sufficient appropriation be allowed to employ a rate clerk for the Commission.

There has been no appropriation made for office expenses, such as stamps, express charges, telegrams, and the usual expenses that arise in the conduct of a business office. The Commission has had to use a portion of its appropriation for traveling expenses for this purpose. The office expenses for the year 1899 amounted to \$158.20, and for the four months ending April 20, 1900, have amounted to \$65.34. It is apparent that an appropriation must be made for this purpose. There is a constant demand for the publications of this office. There have been no Annual Reports printed before this time, and the mailing list has been extremely limited on account of lack of funds. The postage on reports varies from 10 to 12 cents a copy, and as two thousand copies is a small percentage of the demand, it will be seen that a large amount must be expended in postage for this purpose. Since the organization of the Commission, over three thousand letters and circulars have been sent out from the office. Many of these letters are in answer to inquiries regarding rates, tariffs, etc., and require considerable investigation, thus consuming much time. This item of expense must be provided for. An office boy to clean the office, and act as messenger, is also necessary, and may be employed at a salary of \$300 per annum. Telegrams, telephone messages, and express charges all enter into the expenses of the office, and amount to several hundred dollars yearly. It is therefore necessary that not less than \$1,000

annually be appropriated for these purposes, which would cover the cost of an office boy.

EXPERT EXAMINER.

It is morally certain that many of the Carriers of this State are violating the Rules and Regulations of this Commission by allowing rebates or giving refunds on shipments of freight, thus unjustly discriminating against certain other shippers who are denied such privileges. While it is evident that this practice exists in some localities, it is impossible to fix the responsibility in such cases without the aid of an expert examiner, who could also investigate the books of the carriers, and furnish the Commission with definite data regarding their accounts. Such information is very important in the making of rates, and can only be ascertained by an expert examination of the books of carriers. In order to provide for such an officer, and to enable the Commission to carry out the full purposes for which it was created, it is an urgent necessity that an appropriation be made to defray the expenses of an expert accountant, either as a salaried officer of the Commission, or for such examinations as may be ordered by the Commission from time to time.

EXECUTIVE OFFICER.

In the Constitutional provisions creating the Commission, no officer has been named to properly and legally execute the summons, writs, and orders of the Commission. It is therefore asked that some officer be designated for the purpose of executing the processes of the Commission, and that an appropriation be made to defray his expenses. It is suggested that the Sheriffs of the different Parishes of the State be made the Executive officers of the Commission, for this purpose.

Respectfully submitted,

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

W. M. BARROW, Secretary.

APPENDIX.

CIRCULARS AND TARIFFS ISSUED BY THE COMMISSION.

The following Circulars have been issued by the Commission since its organization:

Office of Railroad Commission of Louisiana,
Baton Rouge, La., January 6, 1899.

CIRCULAR NO. 1.

To all railroad, express, telephone, telegraph, steamboat and other water craft and sleeping car companies, operating within the State of Louisiana.

Please forward to this Commission a full tariff of your current rates, within the State of Louisiana, and also such specials as from time to time you may issue.

Please endeavor to furnish them prior to the 23rd inst., as the Commission meets on that date.

Respectfully,

C. L. de FUENTES, Chairman.

C. O'SHAUGHNESSY, Secretary.

CIRCULAR NO. 2.

Office of Railroad Commission of Louisiana,
Baton Rouge, La., July 6, 1899.

Dear Sir:—Herewith I hand you copy of the Rules passed by the Commission at its last session, showing the rule requiring all carriers to make Annual Reports to the Commission. Under separate cover, I also send you two blank forms for making Annual Reports to the Commission. You will return one of these to the Commission at Baton Rouge, using the addressed slip enclosed, and the same mailing tube in which it is sent you, before September 1st, 1899. The other you are to keep on file in your office, so that if there are any corrections to be made in the report, they can be made by referring to the page of your report containing the error, without the necessity of returning the report, which will be on file with the Commission. Extra pages have been printed, sep-

arate from the report, which may be had from the Secretary of the Commission, on application, and which will be used in revising any pages of the report which may require it.

The Commission hopes that the Form selected will meet the approval of all carriers, as it fully covers all of the needs of the Commission.

Very respectfully,
W. M. BARROW,
Secretary.

CIRCULAR NO. 3.

Office of Railroad Commission of Louisiana,
Baton Rouge, July 22, 1899.

Dear Sir:—On August 21st, the Railroad Commission of Louisiana will hold its next regular session in Shreveport. At this session the Commission will consider the revision of rates on Cotton, Cotton Seed and their products. It is desired by the Commission that all interested parties may be fully represented at this meeting, to the end that a just and equitable basis of rates may be arrived at. You are requested to file with the Commission at once a tabulated statement of your rates on Cotton, Cotton Seed and their products, between points in Louisiana.

By order of the Commission,
W. M. BARROW,
Secretary.

CIRCULAR NO. 4.

Office of Railroad Commission of Louisiana,
Baton Rouge, October 18, 1899.

All carriers are hereby instructed to complete at once their file of tariffs in the office of the Commission at Baton Rouge.

The attention of all carriers is hereby directed to Rule No. 6, Page 11, of the Commission's Rules, requiring that no tariffs shall be changed without the consent of this Commission, and all carriers are notified that after filing their applications for changes in rates and receiving the Commission's authority to publish same, they are required to file printed copies of their tariffs with the Commission, upon which shall be printed the Commission's authority number.

The attention of all carriers is also directed to Rule 9, page 6, providing for the printing and posting of Rules, etc.,

and also to Rule 12, page 6, requiring certified copies of all contracts and agreements as to rates with other carriers, to be submitted to the Commission for inspection and correction.

A prompt complinace with the instructions contained in this Circular is expected.

By order of the Commission,
W. M. BARROW,
Secretary.

CIRCULAR NO. 5.

Office of Railroad Commission of Louisiana,
Baton Rouge, January 10, 1900.

Dear Sir:—Your attention is called to the fact that your company has not filed an Annual Report, for the year ending June 30, 1899, with this Commission, as required by Rule 22, page 7, contained in Order No. 8, copy of which is herewith enclosed.

It is imperative that all Annual Reports for year ending June 30, 1899, should be filed at once.

The Commission has been extremely lenient in extending the time in which these Annual Reports must be filed, and feels that sufficient time has been granted your company for it to have complied with the Order.

Blank forms for returning Annual Reports were sent your company early in the summer of 1899; but it may be that these forms have never reached you. Should this be the case, I will, upon request, gladly send additional forms. I send you herewith Circular No. 2, containing certain instructions to be followed in making out the report.

Please acknowledge receipt of this circular letter, and state when your report may be expected.

Very respectfully,
W. M. BARROW,
Secretary.

Enclosures.

CIRCULAR NO. 6.

Office of Railroad Commission of Louisiana,
Baton Rouge, February 14, 1900.

Manager Cumberland Telephone Company, _____ La.

Dear Sir:—You are hereby directed without further notice to file at once with the Secretary of the Commission, at

Baton Rouge, a statement of the rates which your company has charged, demanded, received and collected, for the use of telephonic instruments in residences and business houses in your town, for each month during the year 1899, and during the months of January and February, 1900.

Your attention is directed to the Rules and Regulations of this Commission, requiring all rates and tariffs to be filed with this Commission, and a strict compliance with these rules by your company will be enforced.

By order of the Commission,
W. M. BARROW,
Secretary.

Railroad Commission of Louisiana,
Baton Rouge, La., June 21, 1899.

TARIFF No. 1.

RICE.

Ordered, That the following Tariff on rough and clean rice is hereby adopted to be used by all carriers under the jurisdiction of this Commission. Effective on and after the 15th day of July, 1899. Attention is directed to Rule No. 9, page 6, and Rule No. 5, page 11, of the Commission's Rules.

DISTANCE.	CENTS PER HUNDRED POUNDS.	
	Rough Rice, any quantity.	Clean Rice, carloads.
5 miles and under	4	5½
10	5	5½
15	5½	6
20	5½	6½
25	6	7
30	6	7½
35	6½	8
40	6½	8½
45	7	9
50	7	9½
55	7½	10
60	7½	10½
65	8	11
70	8	11½
75	8	12
80	8½	12½
85	8½	13
90	8½	13½
95	9	13½
100	9	14
110	9½	14½
120	10	14½
130	10½	15
140	11	15
150	11½	15½
160	12	15½
170	12½	16
180	13	16
190	13½	16½
200 and over	14	17

By order of the Commission.

C. L. de Fuentes,
Chairman.W. M. BARROW,
Secretary.

Railroad Commission of Louisiana.

At a special session of the Railroad Commission of Louisiana, held in New Orleans, July 15th, 1899, it was ordered in connection with Tariff No. 1 on rice, issued June 21st, 1899, that when carriers do the loading and unloading, they shall be allowed to make an additional charge of 3 cents per sack.

By order of the Commission,

W. M. BARROW,
Secretary.

INSPECTIONS.

Report of inspection made by Hon. C. L. de Fuentes and Hon. R. N. Sims, of the Y. & M. V. R. R., The I. C. R. R., The N. O. & N. E. R. R., The East La. R. R., and The Sou. Pac. R. R., and its branches.

Baton Rouge, La., October 25th, 1899.

Chairman C. L. de Fuentes and Commissioner R. N. Sims, acting by virtue of their authority, proceeded, on Wednesday morning, Oct. 25, 1899, to inspect the different depots, etc., of the Y. & M. V. R. R. Co. The trip was made in company with Supt. Dunn, of the I. C. R. R. Co., who represented the first named railroad company. The inspection was made for the primary purpose of passing upon the location of the closets at the different depots and with the following results, viz.,

- La Place, closet to be detached with screen and walk.
- St. Peters, now to be built. Action deferred.
- Lutcher, held in abeyance.
- Convent, closet to be located, detached, upper side, with screen, steps from platform, and walk.
- Burnside, closet as now located, with walk and screen.
- New River, closet to be located in fence corner, upper side screen, etc.
- St. Gabriel, closet to be located in fence corner, lower side, straight out from and below waiting rooms, with proper screen and walk, etc.
- Baker, held in abeyance.
- Zachary, held in abeyance.
- St. Francisville, held in abeyance.
- Laurel Hill, held in abeyance.
- Slaughter, closet to be located as now with two compartments, and proper screen, walk, etc.
- Lindsay, closet to be located as now, screen, walk, etc.

Ethel, held in abeyance.

Clinton, coach closets to be used with no other change.

Wilson, closet attached to eating house and controlled by railroad company to be used.

Baton Rouge, present closet to be repaired, repainted and raised to top of levee, with screen, walk, etc.

Continuing the inspection, the Commission, represented as before by Chairman de Fuentes and Commissioner Sims, on Thursday morning, Oct. 26th, 1899, proceeded to inspect the depots, etc., of the I. C. R. R. Co. Supt. Dunn, of the I. C. R. R. Co. accompanied the Commissioners as the railroad's representative. As before, the inspection was for the primary purpose of passing upon the location of closets at the different depots, and the result was as follows, viz.: Ordered,

Kenner, held in abeyance.

Ruddock, held in abeyance.

Manhac, held in abeyance.

Ponchatoula, held in abeyance.

Hammond, held in abeyance.

Tickfaw, closet to be located near present location, with screen, walk, etc.

Independence, held in abeyance.

Amite City, held in abeyance.

Roseland, held in abeyance.

Arcola, held in abeyance.

Tangipahoa, held in abeyance.

Kentwood, held in abeyance. Complaint in regard to opening of depot, etc. Supt. Dunn agreed to have remedied.

Friday morning, Oct. 27, 1899, Chairman de Fuentes and Commissioner Sims, accompanied by Supt. Dan. A. Curran, inspected the N. O. & N. E. R. R. Co.'s property. As to the closets at depot, the inspections resulted as follows, viz.:

Slidell, depot as now, with proper screen and walk.

Pearl River, held in abeyance. Citizens complained that they could not reach the depot with their wagons and Supt. Curran agreed to construct a plank crossing to meet the requirements of the situation.

The Commission was here joined by Supt. Pearsall, representing the East La. R. R. Co., and the inspection was continued over that railroad, with the result as follows: viz: Ordered,

Florenville, held in abeyance

Mandeville, location as now.

Abita Springs, found in good shape

Covington, found in good shape.

This ended the tour of inspection. It was agreed with the representatives of the different railroads that all closets should be securely locked, that the keys should be kept by the depot agent, and that a notice to that effect should be posted at the ticket window. It was also agreed that closets should be screened and have a good walk thereto, the vaults and superstructure to be so built as to secure the best sanitary results..

C. L. de FUENTES, Chairman.
R. N. SIMS, Commissioner.

Railroad Commission of Louisiana,
Baton Rouge, November 22, 1899.

Report of inspection made by Hon. W. L. Foster, of the Vicksburg, Shreveport & Pacific Railroad.

Having under instructions of the Commission made an inspection of all the depots on the line of the V. S. & P. R. R. from Shreveport to Delta, I submit the following report:

At each and every station (except as hereafter referred to), I find that the erection of a toilet room would be impracticable, except the same stand in the nature of a public nuisance, inasmuch as about the only place they could be put would be either right along the right of way of the road, or back of the depot and in front of some residence.

The exceptions above referred to are at the towns of Sibley and Gibbs, at which points there are other intersecting roads, and at these points I would insist that toilet rooms be put in. At Monroe toilet rooms are in. At Rayville, also a junctional point, there is necessity for a toilet; but in my opinion there is no practicable position for same on account of proximity of buildings and streets on all sides of the depot.

I would therefore suggest that this railroad be excused from the operation of this rule, except at the points, Sibley and Gibbs.

Respectfully,
W. L. FOSTER,
Commissioner.

COMPLAINTS AND PETITIONS

BROUGHT BEFORE THE

Railroad Commission of Louisiana,

FROM

January 1st, 1899,

TO

May 1st, 1900.

BEFORE THE
Railroad Commission of Louisiana.

Paul A. Sompayrac,

vs.

No. 1.

The Southern Pacific Company.

Passenger Depot.

Complaint: Passenger depot at Lake Charles inadequate to accommodate the traveling public, and without sufficient protection from the weather.

Filed, January 23, 1899.

The Commission addressed a communication to defendants requesting that the depot at Lake Charles be rebuilt. The defendant company agreed to do this, and work was begun during the month of August, 1899, and the depot completed.

G. W. Ogletree,

vs.

No. 2.

Houston, East and West Texas Railroad Company.

Passenger Depot.

Complaint: No depot at Logansport, and petition for order directing defendant company to erect and maintain a suitable depot at that point.

Filed, January 23, 1899.

Commissioner Foster was authorized to investigate the complaint.

At a session of the Commission, April 13th, 1898, it was adjudged and so ordered, that the defendant company be directed to build the depot. (Order No. 1.)

L. J. Martin,

vs.

No. 3.

The Yazoo and Mississippi Valley Railroad Company.

Shed Over Platform.

Petition to have shed put over platform at Bayou Paul.

Filed, February 9, 1899.

The Commission addressed a communication to Superintendent Grief, requesting that the shed be built, and this was done May 4th, 1899.

E. Bestoso,

vs.

No. 4.

The Southern Pacific Company.

Passenger Depot.

Complaint: Improper depot facilities at Boutte Station, and petition for new depot.

Filed, March 14, 1899.

At a General Session of the Commission, held in New Orleans, May 16th, 1899, it was ordered that a new depot be built at Boutte Station. (Order No. 2.)

A re-hearing was granted in this case June 22nd, 1899, on the application of Mr. T. Fay, Manager's Assistant, and the original order was amended changing the dimensions of the depot. (Order No. 9.)

C. K. Oaks,

vs.

No. 5.

Kansas City, Pittsburg & Gulf Railroad Company.

Passenger Depot.

Petition to cause defendant company to erect and maintain a depot or flag station at Cooper.

Superintendent Green, of the defendant company, stated that the depot requested would be only 8-10 of a mile from a new depot which the company was erecting at Pickrel. Correspondence was opened with complainants, and no replies were received.

As no further information or complaint was received, the case was closed.

H. M. Noblette, et als.,

vs.

No. 6.

The Southern Pacific Company.

Discrimination in Freight Rates.

Complaint: Discrimination in freight rates from New Orleans to Breaux Bridge, and adjacent territory, by the defendant company, and prayer for relief.

Filed, March 29, 1899.

Assistant Traffic Manager, W. H. Masters, answering the complaint, admitted its justice, and submitted a tariff of rates, adjusting the discrimination complained against. These rates were approved by the Commission, and ordered published.

New Orleans Bureau of Freight and Transportation,

vs.

No. 7.

The Texas & Pacific Railway Company.

Excessive and Discriminating Rates on Cotton Factory Products.

Complaint: Discrimination in freight rates from New Orleans on cotton factory products against the City of New Orleans, and further allege that the rates on these commodities are excessively high.

Filed, April 5, 1899.

The parties were summoned to appear before the Commission at a General Session held in New Orleans, May 16th, 1899. Testimony of witnesses on both sides was taken. Arguments were heard. The Commission then took the matter under advisement.

At a General Session of the Commission, held at its office in Baton Rouge, June 20th, 1899, further investigation was made into this case; but no decision reached.

At a General Session of the Commission, held at its office in Baton Rouge, November 24th, 1899, it was decided, and so ordered, that this case be held in abeyance until such time as the Commission may be able to publish a standard tariff of rates to apply over all lines in the State. (Order No. 30.)

*A re-hearing was granted in this case March 30, 1900, at a Session held in New Orleans, on petition from plaintiffs, and the case was decided March 26th, 1900, by granting requests of plaintiffs to adjust the tariff on cotton factory products. (See Order No. 57.)

D. H. Hall, et als.,

vs.

No. 8.

The Texas & Pacific Railway Company.

Discontinuing Depot at Keithsville.

Complaint: The depot at Keithsville ordered closed by defendant company, and all services suspended, thus depriving the patrons of that station, of service which they had long enjoyed.

Filed, April 5, 1899.

Superintendent J. B. Paul, of the defendant company, applied to the Commission for permission to discontinue the service at Keithsville for the reason that the revenues from the station were too small to justify its maintenance.

After investigating the case, the Commission decided, and the defendant company was ordered to continue the service at Keithsville.

Police Jury, Parish of St. Charles,

vs.

No. 9.

The Texas & Pacific Railway Company.

Depot at St. Charles.

Complaint: Inadequate and dilapidated depot accommodations at St. Charles Station, and petition for new depot.

Filed, April 6, 1899.

At a General Session of the Commission, held in New Orleans, May 16th, 1899, the parties in this case were heard. The defendant company agreed to erect a new depot at St. Charles Station, and the Commission issued an order to that effect. (Order No. 3.)

Police Jury, Parish of St. Charles,

vs.

No. 10.

The Yazoo and Mississippi Valley Railroad Company.

Depot at Elkinsville.

Complaint: Inadequate and dilapidated depot accommodations at Elkinsville, and petition for removing of the station and repairing same.

Filed, April 6, 1899.

At a General Session of the Commission, held in New Orleans, May 16, 1899, the parties in this case were heard. The defendant company agreed to move the station from Elkinsville to Luke, and to make the necessary repairs. With this arrangement, the case was closed.

A. M. Rives, et als.,

vs.

No. 11.

The Western Union Telegraph Company.

Petition for Uptown Telegraph Office at Mansfield.

Complaint: The office of the defendant company situated one-half mile from the town of Mansfield, and an extra toll collected for delivering messages over a telephone wire.

Filed, April 12, 1899.

Complaint returned for more specific information, and duplicates, and new complaint made No. 14, of the Commission's Docket.

A. L. Hopkins, et als.,

vs.

No. 12.

The New Orleans and Northwestern Railroad Company.

Unreasonable Rates. Depot at Florence.

Complaint: Unjust and unreasonable freight rates to points on defendant's line, and improper and poor depot facilities at Florence Station, together with petition for relief.

Filed, April 12, 1899.

The parties, through their attorneys, Charles J. Boatner, Esq., for complainants, and J. N. Luce, Esq., for defendants, were heard at a General Session of the Commission, held in New Orleans, May 16th, 1899. The defendants agreed to repair and enlarge the depot at Florence, and the Commission issued an order to that effect. (Order No. 5.)

National Rice Milling Company,

vs.

No. 13.

The Southern Pacific Company.

Rates on Rice.

Complaint: Excessive, unjust, and unreasonable rates on clean and rough rice between points on defendant's line.

Filed, April 11, 1899.

At a General Session of the Commission, held in New Orleans, May 16, 1899, all the interested parties in this case were heard. Testimony on both sides was taken, and arguments submitted. The Commission ordered briefs filed, and the case was continued until the next session.

At a General Session, held in Baton Rouge, June 19, 1899, this case was fully considered, and was settled by the issuing of a General Tariff on Rice, applying over all lines in the State, and known as the Commission's Tariff No. 1, Rice.

At a special Session, held in New Orleans, July 15, 1899, the Commission's Tariff No. 1, Rice, was amended by allowing carriers to collect three cents extra for performing the service of loading and unloading cars.

At a General Session, held in Baton Rouge, October 10, 1899, a Ruling was made in this case, that when carriers performed the service of loading, and the consignee the service of unloading, or vice versa, they shall be allowed to collect one and one-half cents for the service.

The Southern Pacific Company filed suit against this Commission in the 15th Judicial District Court for the Parish of East Baton Rouge, July 14th, 1899, to annul the Commission's Rice Tariff, No. 1. The case is still pending. All other carriers in the State have accepted the Rice Tariff, and have worked under it since its publication.

A. M. Rives, et als.,

vs.

No. 14.

The Western Union Telegraph Company.

Petition for Uptown Telegraph Office at Mansfield.

Free Delivery Established.

Amended Complaint: Extra, unreasonable, and unjust charges for delivering telegraphic messages in the town of Mansfield.

Filed, April 12, 1899.

The Commission investigated this case through correspondence.

Defendants submitted statement showing that the business of Mansfield would not warrant the establishment of an uptown office. Defendants, in reply to a suggestion by the Commission that a free delivery service be established between the depot at Mansfield, and the town of Mansfield, stated that the Company would establish the free delivery, as suggested. The complainants were notified, and replied that such an arrangement would be satisfactory.

With this arrangement, the case was closed.

A. E. Hotard,

vs.

No. 15.

The Cumberland Telephone & Telegraph Company.

Discrimination in Rates.

Complaint: Discriminations in charges for like and contemporaneous telephone service against the Fifth Municipal District of the City of New Orleans, known as Algiers, in favor of other districts in the said City of New Orleans.

Filed, April 14, 1899.

At a General Session of the Commission, held in New Orleans, May 16, 1899, the parties in this case were heard. Testimony was taken and arguments submitted. After due consideration the Commission decided that the higher charge exacted in the Fifth Municipal District, known as Algiers, than was charged in the other districts of the City of New Orleans, was a discrimination, and the defendant company was therefore ordered to reduce its rates in the Fifth Municipal District, of the City of New Orleans, known as Algiers, to a parity with the rates charged in other districts of the said City. (Order No. 4.)

Upon application of defendants, a rehearing was granted in this case, and a continuance granted until the October session of the Commission.

At the October Session of the Commission, a further continuance in this case was granted until the December session.

At a General Session of the Commission held in New Orleans, December 12, 1899, the parties in this case were again heard. After due consideration, the Commission decided, and it was ordered, that the original decision of the Commission be affirmed. (Order No. 41.)

Note: This case has been appealed to the 15th Judicial District Court, Parish of East Baton Rouge, by defendants and is still pending there.

C. Lagarde,

vs.

No. 16.

Frank Barker, owner, The Lockport & Raceland Flatboat Line.

Violation of Rule No. 13.

Complaint: Violation of Rule No. 13, of the Rules and Regulations of the Commission, by making secret rebates, and thereby discriminating against complainants.

Filed, April 17, 1899.

The Defendants in their answer stated that since the Rules of the Commission went into effect, no such rebates had been given, and no discrimination had been practiced. Copy of the answer was mailed to the complainants, with request for further complaint, to which no reply was received. No further complaint having been received, the case was ordered closed.

Hicks & Richardson,

vs.

No. 17.

The Texas & Pacific Railway Company.

Rates on Cotton Piece Goods.

Complaint: Discriminating rates on cotton piece goods to Mansfield, La.

Filed, May 1, 1899.

The defendant company, in their answer, requested that this case be considered and settled in connection with Case No. 7, as a settlement of that case would involve a settlement of the one in question.

The Commission requested further information from the complainants, but were unable to obtain it.

There being no information submitted upon which to found a case, the case was dismissed.

..

A. W. Jones, et als.,

vs.

No. 18.

The St. Louis, Iron Mountain & Southern Railroad Company.

Depot at Jones.

Petition for better depot facilities at Jones Station.

Filed, May 8, 1899.

The Defendants, in their answer to the petition, submitted plans for a depot which they proposed to erect at Jones Station.

The Commission, after full investigation, approved the plans, and the defendant company was ordered to erect the new depot at Jones Station. (Order No. 6.)

John T. Moore,

vs.

No. 19.

The Southern Pacific Company.

Rates on Coal.

Complaint: Discriminating, unjust and unreasonable rate on coal from Thibodaux, La., to Shriever, La.

The Defendants, in their answer, stated that the rate on coal had been reduced to its former basis.

The Complainants asked for a further reduction.

The parties were summoned to appear before the Commission at a General Session of the Commission, held in New Orleans, on May 16, 1899. The Complainants failed to appear. As no further complaint was received from the Commission, and as they considered the rate reasonable, the case was closed.

New Orleans Bureau of Freight and Transportation,

vs.

No. 20.

The Texas & Pacific Railway Company, and

The Kansas City, Pittsburg & Gulf Railroad Company.

Jobbers' Rates.

Complaint: Defendants discriminate against the City of

New Orleans in Jobbers' rates, in favor of Shreveport, Monroe, Alexandria, and other points, and petition for relief.

Filed, May 10, 1899.

At a General Session of the Commission, held at its office in Baton Rouge, June 22, 1899, the parties in this case were heard. Testimony on both sides was taken.

The Commission held the case for further investigation.

After full consideration, it was decided, and so ordered, that this case be held in abeyance until such time as the Commission may be able to publish a Standard Tariff of Rates, to apply over all lines in the State. (Order No. 31.)

Bodenheimer & Brother,

vs.

No. 21.

The Texas & Pacific Railway Company.

Routing of Cars.

Complaint: The Defendant company changed routing of tank car of molasses shipped by complainants from New Orleans, and destined to St. Louis.

Filed, May 16, 1899.

At a General Session of the Commission, held in Baton Rouge, June 21, 1899, the parties in this case were heard. The Complainants were requested to file the original bill of lading, showing the routing of the shipment. The case was continued until the next session of the Commission.

At a General Session of the Commission, held in Baton Rouge, October 10, 1899, after due consideration, the Commission decided that the shipment being an interstate shipment, the case was not within its jurisdiction. (Order No. 12.)

The Independent Cotton Oil Company, Ltd.,
and E. Steinhardt, Receiver thereof,

vs.

No. 22.

Illinois Central Railroad Company.

Switching Charges for Use of Private Track.

Complainant: Defendant company demanded charges for use of tracks contracted and built for the complainants for their private use.

Filed, May 17, 1899.

This case was continued at the request of the parties, until the November Session.

Withdrawn by consent, at a General Session of the Commission, held in Baton Rouge, November 24, 1899.

The Monroe Telephone Company,

vs.

No. 23.

The Cumberland Telephone & Telegraph Company.

Maximum and Minimum Telephone Rates.

Petition to fix a maximum and minimum rate for telephone service at Monroe, La., and on lateral lines in the country tributary thereto.

Filed, May 25, 1899.

At a General Session of the Commission, held at its office in Baton Rouge, June 22, 1899, all parties in this case were heard. The Commission took the case under advisement.

After a full consideration, the Commission decided, and it was ordered, that the Commission's Rules cover the request for an order fixing the maximum rates, and further that a uniform rate cannot be put in at this time without causing an advance of rates in many communities throughout the State. (Order No. 13.)

Railroad Commission of Louisiana,

vs.

No. 23 1-2.

The Yazoo & Mississippi Valley Railroad Company.

Violation of Rules.

Complaint: Wilfully and repeatedly violating Rule 14, Page 7, of the Commission's Rules, by failing to stop all trains at County Seats, notably, the "Memphis Express," a train on defendant's line, at Convent Station, between April 25th and May 16th, 1899.

Filed, May 27, 1899.

At a General Session of the Commission, in Baton Rouge, June 21, 1899, the defendants in this case were heard, through their duly authorized agent, Hunter C. Leake, Esq. The complaint of wilful negligence was denied. Argument was submitted.

After careful investigation of this case, and due consideration, it was decided that the defendant company had violated the Commission's Rules, repeatedly, and it was therefore ordered that they be fined One Thousand Dollars. (Order No. 10.)

On a motion for a re-hearing, which was granted, additional argument was submitted. The Commission agreed to reduce the fine on the condition that it be paid without further protest. (Order No. 1.)

The Company failed to pay the conditionally reduced fine in the limitation of time, and the original fine became operative.

Not settled, and held in abeyance. (January 1, 1900.)

The Police Jury, Parish of St. John the Baptist.

vs.

No. 24.

The Cumberland Telephone & Telegraph Company.

Public Telephone Station.

Complaint: The services of the public telephone station at Johnson, do not meet the requirement of the public, and request for station at Evergreen Store.

Filed, June 2, 1899.

This case was set for hearing before the Commission at Baton Rouge, October 12, 1899; but at the request of the defendants, was continued.

At a General Session of the Commission, held in New Orleans, December 12, 1899, the parties in this case appeared and were heard. Arguments were submitted. The defendants agreed to furnish the service requested as soon as the building of the lines to the point named would permit.

With this arrangement, the case was closed.

Citizens of Ruston,

vs.

No. 25.

The Western Union Telegraph Company.

Separate Uptown Office.

Petition to have the defendant company establish and operate an independent uptown telegraph office at Ruston, on the ground that the service as furnished by the present office is inadequate.

Filed, June 2, 1899.

At a General Session of the Commission, held at Shreveport, August 22, 1899, the testimony of the parties in this case was taken.

At a General Session of the Commission, held at Shreveport, August 22, 1899, the testimony of the parties in this case was taken.

At a General Session of the Commission, held at Baton Rouge, October 13, 1899, it was decided that an order compelling the defendants to establish and operate a separate uptown office at Ruston, would be a hardship, on account of the showing made by the defendants of their earnings, and it was so ordered. (Order No. 14.)

T. H. Casey,

vs.

No. 26.

The Southern Pacific Company.

Discontinuance of Flag Station.

Complaint: Undue hardship is caused by discontinuance of flag station at Gibson with petition for relief.

Filed, June 10, 1899.

With drawn by complainant, July 5, 1899.

Police Jury, Parish of St. Charles,

vs.

No. 27.

The Cumberland Telephone & Telegraph Company.

Public Telephone Station at St. Rose.

Petition for the establishment of a public telephone station at St. Rose Store.

Filed, June 12, 1899.

This case was, at the request of the parties, set for the October Session, at Baton Rouge. It was continued at the request of defendants until the December Session of the Commission.

At a General Session of the Commission, held in New Orleans, December 12, 1899, the parties in this case appeared and were heard. Arguments were submitted. The defendants agreed to furnish the service requested as soon as the building of the lines to the point named would permit.

With this agreement, the case was closed.

Alexandria Board of Trade,

vs.

No. 28.

The Southern Pacific Company.

Discriminating Rates.

Complaint: Discrimination in rates against Alexandria in favor of New Orleans.

Filed, June 19, 1899.

At a General Session of the Commission, held at its office in Baton Rouge, October 11, 1899, the parties in this case were heard. Testimony was taken, and arguments submitted.

After due consideration, and diligent investigation, the Commission decided to hold this case in abeyance until such time as they may be able to publish a Standard Tariff of Rates, applying over all lines in the State, and it was so ordered. (Order No. 32.)

Alexandria Board of Trade.

vs.

No. 29.

Kansas City, Watkins & Gulf Railroad Company.

Complaint: Discriminations in rates against Alexandria in favor of Lake Charles.

Filed, June 19, 1899.

This case was set for hearing before the Commission at a General Session at Shreveport, August 21, 1899; but owing to the sickness of Commissioner Foster, was continued until the October Session.

At a General Session of the Commission, held in Baton Rouge, represented. Testimony was taken and arguments submitted. The Commission took the case under advisement.

On November 24, 1899, after due consideration, the Commission decided to authorize a tariff submitted by defendants, applying between Alexandria and Lake Charles, and it was so ordered. (Order No. 26.)

Monroe Board of Trade,

vs.

No. 30.

The Vicksburg, Shreveport & Pacific Railroad Company.

Violation of Rules, and Unreasonable Rates.

Complaint: Violation of the laws of Louisiana, and Rules of the Commission, by granting secret rebates, and unreasonable and discriminating charges on freight from Monroe.

Filed, June 20, 1899.

This case was set for hearing at Shreveport, at a General Session of the Commission, August 21, 1899; but owing to the sickness of Commissioner Foster, was continued until the October session.

At a General Session of the Commission, held in Baton Rouge, October 13, 1899, the Commission decided upon a tariff on cotton seed to be put in by the defendant company, and it was so ordered. (Order No. 27.) Final settlement of the case was continued until the November session.

At a General Session of the Commission, held in Baton Rouge, November 24, 1899, after due consideration, and diligent investigation, it was decided to hold this case in abeyance until such time as the Commission may be able to publish a Standard Tariff of Rates, applying over all lines in the State, and it was so ordered. (Order No. 33.)

Julius Weis & Company, et als.,

vs.

No. 31.

The Chalmette Packet Company.

Discriminations Against New Orleans.

Complaint: Discriminations practiced against the City of New Orleans by the defendant company's steamers refusing to accept and deliver cotton offered for the port of New Orleans, from points on the Mississippi River and streams upon which their steamers operate.

Filed, June 28, 1899.

This case was set for hearing before the Commission, at a General Session, held in Shreveport, August 21st; but was continued at the request of the parties.

This case was again set for hearing before the Commission at a General Session in Baton Rouge, October 11, 1899, and again continued at the request of the parties.

This case was again set for hearing before the Commission, at a General Session, held in New Orleans, December 12, 1899, and again continued at the request of the parties.

No further action has been taken in this case, as the plaintiffs reported that a compromise had been effected. The case was therefore closed.

A. Kaufman,

vs.

No. 32.

The Texas & Pacific Railway Company.

Discriminations in Rates.

Complaint: Discriminations in rates against Gross Tete Station, by charging higher rates than to other competitive points nearer New Orleans.

Filed, June 23, 1899.

This case was set for hearing before the Commission, at a General Session in Baton Rouge, November 23, 1899, but as plaintiff did not appear, was continued until the December Session.

At a General Session of the Commission, held in New Orleans, December 14, 1899, this case was heard, all parties being represented. Arguments were submitted. The case was taken under advisement.

Held in abeyance.

Louisiana & Arkansas Railroad Company, ex parti, No. 33.

Petition for relief from operation of Rule 15, Page No. 7, of the Rules and Regulations of the Commission.

Filed, June 19, 1899.

After due consideration, the petition was denied, June 22, 1899.

W. Baker Sivley,

vs.

No. 34.

The New Orleans & Northwestern Railroad Company.

Repairs on Bridges and Track.

Complaint: Dangerous condition of bridges, dilapidated equipment, and unsafe roadbed, rendering travel perilous.

Filed, June 10, 1899.

Withdrawn by complainants.

Citizens of Bienville,

vs.

No. 35.

Louisiana & Northwest Railroad Company, and

Vicksburg, Shreveport & Pacific Railroad Company.

Discrimination in Rates.

Complaint: Discriminations against the town of Bienville, in favor of Arcadia, Gibbsland, and Coushatta, by giving the latter towns lower rates of freight than those enjoyed by the town of Bienville, and petition for lower rates.

Filed, June 23, 1899.

This case was set for hearing before the Commission at a General Session in Shreveport, August 21, 1899; but continued on account of the illness of Commissioner Foster.

At a General Session of the Commission, held in Baton Rouge, October 12, 1899, the defendants in this case were heard. The complainants did not appear. The rates were investigated thoroughly by the Commission. The Commission found no just grounds for complaint, and it was decided that the petition for lower rates be refused, and so ordered. (Order No. 25.)

Citizens of Rush Point,

vs.

No. 36.

The Texarkana, Shreveport & Natchez Railroad Company.

Depot at Belcher.

Petition for order compelling defendants to erect and maintain a depot at a point called "Belcher," on their line.

Filed, July 25, 1899.

This case was set for hearing before the Commission at a General Session in Shreveport, August 23, 1899; but was continued owing to the illness of Commissioner Foster.

Testimony was submitted to the Commission by both parties.

At a General Session of the Commission, held in Baton Rouge, October 10, 1899, it was ordered that the request of complainants be denied. (Order No. 15.)

A rehearing was granted in this case, on petition of plaintiffs, March 20, 1900. No evidence was introduced, and the Commission affirmed its decision in Order No. 15. (See Order No. 54.)

Citizens of Benson,

vs.

No. 37.

Kansas City, Pittsburg & Gulf Railroad Company.

Depot at Benson.

Petition for order directing the defendant company to erect and maintain a depot at Benson, a point on their line.

Filed, August 7, 1899.

This case was set for hearing at Shreveport, but owing to the illness of Commissioner Foster, was continued.

At a General Session of the Commission, held in Baton Rouge, October 12, 1899, this case was heard, both parties being represented. Testimony was taken, and arguments submitted. After due consideration the Commission decided that the defendant company should be required to build a new depot at Benson, and it was so ordered. Order No. 24.)

Police Jury, Parish of Tangipahoa,

vs.

No. 38.

Illinois Central Railroad Company.

Petition to rescind exception to Rule No. 7, Page 14, of the Commission's Rules, made in the case of the "Chicago Limited," a train running on the Illinois Central Railroad, and asking that this train be required to stop at Amite City.

Filed, August 7, 1899.

At a General Session of the Commission, held in Baton Rouge, October 12, 1899, this case was heard, the petitioners being represented by Mr. P. L. McCay, of New Orleans. Arguments were submitted.

After due consideration, the Commission decided that the request should be refused, and it was so ordered. An opinion was given in this case by Commissioner Sims. (Order No. 21, and opinion.)

Seth Woodruff,

vs.

No. 39.

The Texas & Pacific Railway Company.

Discrimination in Passenger Rates.

Complaint: Discrimination practiced by defendants by refusing to sell a member of complainant's family reduced round trip tickets to Scottsville, Texas, at the same price, and under the same conditions, as they were sold to other parties.

Filed, August 16, 1899.

The Commission thoroughly investigated this case through correspondence, and it was found that no discrimination had been practiced, as alleged, and an order was issued to that effect. (Order No. 16.)

John Chesson,

vs.

No. 40.

The Southern Pacific Company.

Separate Waiting Rooms for Colored People.

Petition for separate waiting rooms for white and colored

people at Vinton, a station on defendant's line.

Filed, August 16, 1899.

This matter was taken up with the defendant company, who stated that the company was preparing to furnish all of its stations with separate waiting rooms for white and colored people before January 1, 1900.

The complainant accepted this adjustment, and the case was closed.

Citizens of Shreveport,

vs.

No. 41.

The Vicksburg, Shreveport & Pacific Railroad Company,
The Houston, East & West Texas Railroad Company, and
The Texas & Pacific Railway Company.

Bedding Stock Cars.

Complaint: Defendants charge, demand, and collect various charges for loading and unloading stock cars, and bedding same, and petition for relief from such charges.

Filed, August 18, 1899.

At a General Session of the Commission, held in Baton Rouge, November 23, 1899, the Defendants in this case were heard, the complainants not appearing.

After due consideration, it was decided that a charge for bedding stock cars was unreasonable, and that this should be done at the expense of the carrier, and it was so ordered. (Order No. 19.)

N. W. Sentell,

vs.

No. 42.

The St. Louis Southwestern Railway Company.

Discrimination in Rates.

Complaint: Defendants charge, demand, and collect unreasonable rates on freight from and to Plain Dealing, La., a point on their line.

Filed, August 30, 1899.

At a General Session of the Commission, held in Baton Rouge, November 23, 1899, the defendants in this case were

heard, the complainant not appearing. The tariffs of the defendant company were carefully examined, and no discriminations were found to exist. The Commission decided to dismiss the case on those grounds, and it was so ordered. (Order No. 35.)

Austro-American Stave & Lumber Company,

vs.

No. 43.

New Orleans & Northwestern Railroad Company.

Rates on Staves and Lumber.

Complaint: Rates on staves and lumber on the defendant company's line are unreasonably high, and petition for a reduction of same.

Filed, September 2, 1899.

This case was set for hearing before the Commission in New Orleans, December 13, 1899, and continued at the request of the parties.

Withdrawn by complainants.

Austro-American Stave & Lumber Company,

vs.

No. 44.

The Kansas City, Pittsburg & Gulf Railroad Company.

Rates on Staves and Lumber.

Complaint: Rates on staves and lumber on the defendant company's line are unreasonably high, and petition for reduction of same.

Filed, September 2, 1899.

This case was set for hearing before the Commission in New Orleans, December 13, 1899, and continued at the request of the parties.

Withdrawn by complainants.

Police Jury, Parish of East Feliciana,

vs.

No. 45.

The Yazoo & Mississippi Valley Railroad Company.

Rates on Cotton and Cotton Seed.

Complaint: Unreasonable, unjust, and excessive rates on cotton and cotton seed from Norwood, Wilson, and Clinton, to New Orleans, and discriminations against these points in favor of competitive points.

At a General Session of the Commission, held in Baton Rouge, October 13, 1899, the complainants in this case were heard, the defendants not appearing after due notice and return of same. The rates were carefully examined. After full investigation, the Commission decided that discriminations did exist, and ordered a tariff put in by the defendant company on cotton and cotton seed. (Order No. 18.)

Defendants filed exception to Commissions' Order, which was overruled. Case appealed to District Court.

J. M., and W. I. Thigpen,

vs.

No. 46.

The Texas & Pacific Railway Company.

Spur near Sodus.

Petition for order compelling defendant company to put in a spur near Sodus, to connect with complainant's saw mill.

Filed, September 6, 1899.

At a General Session of the Commission, held in Baton Rouge, October 13, 1899, this case was heard. After due consideration, the Commission decided that there was sufficient business from complainant's mill to justify defendants in putting a spur, and it was so ordered. (Order No. 17)

A. Doherty, Jr.,

vs.

No. 47.

The Texas & Pacific Railway Company.

Rates on Moss.

Complaint: Overcharge on shipment of moss from Morrows to Baton Rouge, and petition for reduction of rates.

Filed, September 25, 1899.

At a General Session of the Commission, held in Baton Rouge, October 14, 1899, this case was heard, both parties being represented. The Commission investigated the tariffs, and found no overcharge; but decided that discriminations existed in the rates on moss to Baton Rouge, in favor of New Orleans, and a tariff on moss was therefore ordered. (Order No. 23.)

Railroad Commission of Louisiana,

vs.

No. 48.

The Western Union Telegraph Company.

Complaint: Violation of the Commission's Rules, by charging, demanding, and collecting more than the regular tariff rates on a message of less than ten words from Sodus Station, to Mansfield.

At a General Session of the Commission, held in Baton Rouge, October 14, 1899, this case was heard. Testimony was taken, and defendants submitted arguments. The case was taken under advisement.

This case was decided at a General Session of the Commission, November 24, 1899, it having been found that defendants had violated the Rules of the Commission, and an order was issued fining them five hundred dollars.

At a General Session of the Commission, held in New Orleans, December 13, 1899, on a re-hearing having been granted the defendant company, it was shown that the violation of the Commission's Rules had been the result of an agent's error, and that there was no intention on the part of the company to violate them.

The Commission therefore reduced the fine to One Hundred Dollars.

Producers' Business League, of Red River Parish,

vs.

No. 49.

The Shreveport & Red River Valley Railroad Company,

The Red River Line, et als.

Excessive Rates on Cotton.

Complaint: Defendant's rates on cotton from points on Red River to New Orleans, during periods of low water, are unreasonably high and oppressive, and petition for reduction of same.

Filed, October 10, 1899.

At a General Session of the Commission, held in New Orleans, December 14, 1899, this case was heard, all parties being represented. Testimony was taken, and arguments submitted.

After careful consideration and investigation into the rates in question, the Commission decided that the rates charged during low water were not unreasonable, on account of the extra hazard of the trip by water, and that the rates by rail were equally reasonable and not oppressive, and it was so ordered. (Order No. 39.)

Louis S. Webre,

vs.

No. 50.

The Texas & Pacific Railway Company.

Unreasonable Rates.

Complaint: Unreasonably high and discriminating rates on freight to Grosse Tete, Rosedale, and Maringuoin stations, and petitions for relief.

Filed, October 16, 1899.

At a General Session of the Commission, held in Baton Rouge, November 24, 1899, the defendants in this case were heard, the complainants not appearing. The tariffs were examined. The matter was taken under advisement.

Held in abeyance.

The Dinkins Company, Limited,

vs.

No. 51.

The Vicksburg, Shreveport & Pacific Railroad Company.

Depot at Waverly.

Petition for an order compelling defendant company to erect a new depot at Waverly, a point on their line.

Filed, October 21, 1899.

At a General Session of the Commission, held in Baton Rouge, November 23, 1899, the complainants in this case were heard, the defendants not appearing. After due consideration of the facts as presented, the Commission decided that a depot at Waverly was necessary, and the defendant company was ordered to build one. (Order No. 34.)

New Orleans Bureau of Freight and Transportation,

vs.

No. 52.

The Southern Pacific Company, et als.

Rates to Bayou Lafourche Points.

Complaint: Rates to Thibodaux, and other points on Bayou Lafourche, from New Orleans, are excessively high, and unreasonable, and petition for relief.

Filed, October 23, 1899.

At a General Session of the Commission, held in Baton Rouge, November 24, 1899, this case was heard, the complainants and the Southern Pacific Company being represented. The tariffs were examined. The Commission took the matter under advisement until the December session.

At a General Session of the Commission, held in New Orleans, December 14, 1899, further investigation was made into this case. A new tariff of rates was submitted by the Defendants, and agreed to by the Complainants. The Commission approved the tariff submitted, with the understanding that it contained no increase over the tariff which originally applied on business to Bayou Lafourche points, and reduced all rates that had been increased since the organization of the Commission, to their former basis.

With this understanding the case was closed.

Thibodaux Telephone Company,

vs.

No. 53.

The Cumberland Telephone & Telegraph Company.

Discrimination Against Complainants.

Complaint: Unjust discrimination by defendant company in refusing to receive, transmit, or deliver messages addressed to or care of the Thibodaux Telephone Company, Thibodaux, La.

Filed, October 29, 1899.

At a General Session of the Commission, held in Baton Rouge, November 23, 1899, the complainants in this case were heard, the defendants not appearing. Complainants' testimony was taken, and it having been shown that the defendant company had refused to receive and deliver a message offered at New Orleans, addressed to T. Roger, care the Thibodaux Telephone Company, Ltd., and had thereby violated the Commission's Rules, the Secretary was ordered to institute a suit against the defendant company for violation of the Commission's Rules.

The case was then closed.

Opelousas Compress Company,

vs.

No. 54.

The Southern Pacific Company.

Rates on Cotton to Opelousas.

Complaint: Unjust discrimination against the town of Opelousas in rates on cotton, in favor of the town of Lafayette, and petition for relief.

Filed, November 7, 1899.

At a General Session of the Commission held in Baton Rouge, November 22, 1899, this case was heard, all parties being present. After carefully investigating the case, the evidence having developed the fact that discriminations in rates on cotton did exist against the town of Opelousas, the Commission decided to reduce the rates on cotton to Opelousas to the same basis as those to Lafayette, and it was so ordered. (Order No. 29.)

It having appeared that the rates from Opelousas to New Orleans were higher than those from Lafayette to New Or-

leans, on cotton, the Commission amended its order No. 29, by reducing the rate on cotton from Opelousas to New Orleans to a basis with that from Lafayette to New Orleans. (Order No. 36.)

G. G. Keller,

vs.

No. 55.

The Jackson Railroad Company, and

The Yazoo & Mississippi Valley Railroad Company.

Rates on Cotton.

Complaint: Excessive rate on cotton from Jackson to New Orleans, and petition for reduction of same.

Filed, November 15, 1899.

This case was set for hearing before the Commission at a General Session held in New Orleans, December 14, 1899; but the complainant did not appear, and the case was continued.

Withdrawn by complainants.

Cleophas Lagarde,

vs.

No. 56.

Frank Baker, and the

Morgan's Louisiana & Texas Railroad & Steamship Company.

Discrimination in Rates.

Complaint: Discriminations against complainants by charging them more for like and contemporaneous service than is charged other parties, and petition for relief.

Filed, November 17, 1899.

This case was reset for hearing March 19th, at Baton Rouge. The complainants did not appear. The defendants were represented by their attorney, T. J. Kernan, Esq. The record was examined, and it was found that the acts complained against were committed before the publication of the Commission's Rules. For this reason the Commission held their Rules had not been violated, and it was therefore,

Ordered, That the case be dismissed. (Order No. 53.)

Railroad Commission of Louisiana,

• vs.

No. 57.

Houston, East & West Texas Railway Company.

Violation of Rules.

Complaint: Violation of the Rules of the Commission by raising rates on cotton from Keachie and Logansport to New Orleans, without the knowledge and consent of the Commission.

Filed, November 25, 1899.

At a General Session of the Commission, held in New Orleans, December 14, 1899, this case was considered. The defendants did not appear. The rates on cotton from Keachie and Logansport to New Orleans were ordered reduced to their former basis. (Order No. 37.)

The case was heard at Baton Rouge, January 30, 1900, and it having been shown that the defendants had violated the Rules of the Commission, by raising their rates without authority, it was ordered that they be fined \$250. (Order No. 43.)

A rehearing was granted defendants, at which it was shown that the Houston, East & West Texas Railway Company was incorporated under the laws of the State of Texas. The order was therefore annulled, and the fine imposed against the Houston & Shreveport Railroad Company. (See Order No. 63.)

Railroad Commission of Louisiana,

vs.

No. 58.

The Cumberland Telephone & Telegraph Company.

Violation of Rules.

Complaint: Violation of the Commission's Rule No. 2, Page 14, by refusing to transmit a message, offered by one Earle Knoblock, at New Orleans, addressed to T. Roger, care of the Thibodaux Telephone Company, Thibodaux, La., on October 10, 1899, as shown by the evidence in Case No. 53, before this Commission.

Filed, November 25, 1899.

At a General Session of the Commission held in New Orleans, December 13, 1899, this case was heard. Testimony

was taken, and the defendants submitted argument. The evidence introduced showed that there had been no actual tender or refusal of the message in question, and that the Company had issued no orders to refuse to accept messages when addressed care of the Thibodaux Telephone Company. The Commission therefore decided that there had been no violation of its rules in this case, and the case was dismissed.

Patrons of Rapides Station,

vs.

No. 59.

The Texas & Pacific Railway Company.

Depot at Rapides.

Complaint: Inadequate depot facilities at Rapides station and petition for new depot.

Filed, December 1, 1899.

This case was heard at Baton Rouge, January 30, 1900, and the defendants agreed to make the repairs asked for on the flag station at Rapides. An order was issued to that effect, and the case was closed. (See Order No. 44.)

Patrons of St. John Station,

vs.

No. 60.

The Texas & Pacific Railway Company.

New Depot.

Petition for new depot at St. John Station, and also to have all trains stop at said station.

Filed, January 6, 1900.

This case was set for hearing at Baton Rouge, January 30, 1900.

This case was heard at Baton Rouge, January 30, 1900, both parties being represented. Defendants agreed to build the station if given a reasonable time. The Commission granted six months, and order was issued to that effect. (See Order No. 45.)

Milliken & Farwell, through Hugh R. Healey,

vs.

No. 61.

The Southern Pacific Company.

Overcharge.

Complaint: Overcharge on quantity of molasses shipped from Bush Grove Plantation, to New Orleans, in tank cars.

Filed January 6th, 1900.

This case was set for hearing at Baton Rouge, January 30, 1900.

This case was heard at Baton Rouge, January 30, 1900. The Plaintiffs were not represented. The Defendants were represented by Mr. W. H. Masters, A. T. M. It was shown that the defendant company had charged its regular tariff rate and it was therefore ordered that the case be dismissed. (Order No. 46.)

A rehearing was granted in this case, at the request of complainants, and the case set for hearing at Baton Rouge, April 23rd, 1900. Complainant did not appear, and the case was ordered finally closed.

Edward Currie,

vs.

No. 62.

The Yazoo & Mississippi Valley Railroad Company.

Overcharge.

Complaint: Overcharge on shipments of cotton from Clinton station to New Orleans, thereby violating Commission's Tariff, and petition for relief.

Filed, January 13, 1900.

This case is held pending the decision in the appellate court to which the defendant company has taken an appeal from the order of the Commission putting in a tariff on cotton over their line.

George T. Norwood,

vs.

No. 63.

The Yazoo & Mississippi Valley Railroad Company.

Overcharge.

Complaint: Overcharge on shipments of cotton from Clinton station to New Orleans, thereby violating the Commission's tariff and petition for relief.

The Yazoo & Mississippi Valley Railroad Company.

Filed, January 13, 1900.

This case is held pending the decision in the Appellate Court to which the defendant company has taken an appeal from the order of the Commission putting in a tariff on cotton over their line.

E. Meyer & Bro.,

vs.

No. 64.

The Yazoo & Mississippi Valley Railroad Company.

Overcharge.

Complaint: Overcharge on shipments of cotton from Clinton station to New Orleans, thereby violating Commission's tariff, and petition for relief.

Filed, January 16th, 1900.

This case is held pending the decision in the Appellate Court, to which the defendant company has taken an appeal from the order of the Commission putting in a tariff on cotton over their line.

Gus Bienvenu,

vs.

No. 65.

The Yazoo & Mississippi Valley Railroad Company.

Loss of goods.

Complaint: Loss of goods by failure of defendant company to deliver them to consignee in a reasonable time, and claim for damages.

Filed, January 19, 1900.

This case was heard at New Orleans, March 1st, 1900. It was shown that the shipment had been made over two lines,

and the originating line, the Texas & Pacific Railway Company, had been responsible for the delay in delivering the goods to the connecting carrier at New Orleans. The Texas & Pacific Railway Company was summoned, and through their Division Freight Agent, Mr. W. F. Braggins, agreed to return the goods free of cost, and refund all freight charges paid by plaintiff. With this understanding the case was ordered dismissed. (Order No. 43.)

J. L. Heyman & Son,

vs.

No. 66.

The Yazoo & Mississippi Valley Railroad Company.

Overcharge.

Complaint: Overcharge on shipments of cotton from Clinton to New Orleans, thereby violating the Commission's Tariff, and petition for relief.

Filed, January 22, 1900.

This case is held pending the decision in the Appellate Court to which the defendant company has taken an appeal from the order of the Commission putting in a tariff on cotton over their line.

A. B. Spencer & Co.,

vs.

No. 67.

The Avoyelles Railway Company.

Excessive Rates on Shingles.

Complaint: Excessive and unreasonable rate from Bunkie to Marksville on shingles, and petition for reduction of same.

Filed, January 22, 1900.

This case was investigated at New Orleans, March 1st, 1900, the plaintiffs being unrepresented. The defendants were represented by Mr. C. J. Carpenter, G. F. A. It was found that the regular tariff rates were charged, and these did not seem to be excessive, and the case was therefore ordered dismissed. (Order No. 49.)

S. Q. Hollingsworth,

vs.

No. 68.

The Vicksburg, Shreveport & Pacific Railroad Co.

Excessive Rate of Cotton Seed, L. C. L.

Complaint: Exorbitant and unreasonable charges on cotton seed from Tallulah to Shreveport, and petition for reduction and general relief.

Filed, January 23, 1900.

This case was heard at Baton Rouge, March 19th, 1900, the plaintiffs not being represented. The defendants were represented by Mr. T. F. Steele, G. F. A. The tariffs of the defendant company were investigated, and the Commission decided that they were unreasonably high and excessive. A tariff on cotton seed in less than carload lots was thereupon submitted by the defendant company, and it being accepted by the Commission, was ordered published. (See Order No. 58.)

Isador Meyer,

vs.

No. 69.

The Yazoo & Mississippi Valley Railroad Company.

Overcharge.

Complaint: Overcharge on shipments of cotton from Clinton to New Orleans, thereby violating the Commission's tariff, and petition for relief.

Filed, January 25, 1900.

This case is held pending the decisions in the Appellate Court to which the defendant company has taken an appeal from the order of the Commission putting in a tariff on cotton over their line.

Citizens of Rayville,

vs.

No. 70.

The Vicksburg, Shreveport & Pacific Railroad Company,
and the New Orleans & Northwestern Railroad Company.

Removal of Depot.

Petition for removal of depot at Rayville, and erection of a joint depot by the two defendant companies.

Filed, January 25, 1900.

This case was heard at New Orleans, March 2nd, 1900, the complainants not being represented. The defendant companies were represented by their duly authorized agents. Commissioner Foster was empowered to investigate the situation. The case was decided March 19th, on the report of Commissioner Foster, and upon showing made by the defendants of the location and condition of the depots complained against, the petition was denied. (Order No. 51.) In this case an opinion was embraced in the order.

Patrons of Grayson,

vs.

No. 71.

The St. Louis, Iron Mountain & Southern Railroad Company.

Depot Facilities.

Petition for agent and increased depot facilities at Grayson station.

Filed, January 26, 1900.

This case was heard at Baton Rouge, March 19th, 1900, the petitioners not being represented. The defendants were represented by their attorney, Hon. F. G. Hudson. Upon the showing made, it was ordered that the request for an agent be denied; but that the defendant company be required to provide better facilities for its passengers. (Order No. 52.)

Patrons of Berwick Station,

vs.

No. 73.

The Southern Pacific Company.

New Depot.

Petition for new depot with agent in charge, and all facilities for freight and passengers at Berwick station.

Filed, February 3rd, 1900.

This case was heard at Baton Rouge, March 19th, 1900, the complainants being absent. The case was continued, and the complainants heard at Baton Rouge, April 23, 1900.

Not yet decided.

Patrons of Welam Flag Station,

vs.

No. 47.

The Yazoo & Mississippi Valley Railroad Company.

Removal of Station.

Petition for the removal of the flag station at Welam to Belmont Plantation, and to provide suitable accommodations for the patrons of the road.

Filed, February 9, 1900.

This case was heard at New Orleans, March 1, 1900, all parties being represented. Commissioner Sims was empowered to investigate the case.

Not yet decided.

Citizens of Gueydon,

vs.

No. 75.

The Southern Pacific Company.

Increased Train Service.

Petition for increased train service between Gueydon and Crowley.

Filed, February 9, 1900.

This case was heard at New Orleans, March 2, 1900, all

parties being represented. Financial statements concerning the business done by the Gueydon Branch were called for and the matter held for further consideration.

Not yet decided.

New Orleans Bureau of Freight & Transportation,

vs.

No. 76.

The Louisiana Car Service Association.

Car Service Rules.

Complaint: The Car Service Rules in effect in the City of New Orleans work a hardship upon shippers in some respects, and petition for revised rules.

Filed, February 14, 1900.

This case was heard at New Orleans, March 2, 1900, all parties being represented. The Commission took the case under advisement.

This case was decided April 26th, 1900, by the Commission ordering the Car Service Rules submitted by complainants to be put in. (Order No. 64.)

The Car Service Rules were temporarily withdrawn by the Commission to make further investigations.

Citizens of Franklin,

vs.

No. 77.

The Cumberland Telephone & Telegraph Company.

Violation of Commission's Rules.

Complaint: Violation of Commission's Rules by raising rates for rent of instruments without authority from the Commission.

Filed, February 15, 1900.

This case was heard at Baton Rouge, April 24, 1900, the complainants not being present. It was shown that the rates for rent of instruments were changed before they had been fixed by the Commission. The Commission therefore decided that its rules had not been violated in that respect. It was further decided that the rate of fifty cents asked for was not a fair rate, and the petition was therefore denied. (Order No. 60.)

J. L. Lyons & Sons,

vs.

No. 78.

The Texas & Pacific Railway Company.

Claim for Refund.

Claim for refund on account of rate authorized by defendant company's agent on shipment of rails from Chopin to Canton, La.

Filed, February 20, 1900.

This case was heard at Baton Rouge, March 19, 1900, both parties being represented. The Commission took the matter under advisement. It was found that the regular tariff rates had been charged. The case was decided April 26th, by the Commission ruling that carriers had a right to protect their regular tariff rates. (Order No. 62.)

New Orleans Board of Trade,

vs.

No. 79.

The Cumberland Telephone & Telegraph Company.

Petition for reduction of rates for telephone service in the City of New Orleans.

Filed February 29, 1900.

This case was partly heard at New Orleans March 2, 1900, and continued until March 22, 1900. The hearing of the case was completed at New Orleans, March 23, 1900, and the case argued. It was taken under advisement by the Commission.

Before decision was rendered in this case, an injunction was taken out in the United States Circuit Court, restraining the Commission from issuing orders, tariffs, or reducing rates of the Cumberland Telephone Company. The case is held pending the decision in the Circuit Court.

The Injunction suit was withdrawn May 12, 1900.

Not yet decided.

Citizens of Athens,

vs.

No. 80.

The Louisiana & Northwest Railroad Company.

Discontinuing Telegraph Office.

Complaint: Defendants ordered telegraph office at Athens closed, and petition for re-establishment of same.

Filed February 23, 1900.

The defendants were heard March 20, 1900, at Baton Rouge, the plaintiffs not appearing. It was shown that the office had been closed only a short period of time, and was re-opened as soon as it was possible to secure an operator, and at the time of the hearing was in operation. It was therefore ordered that the case be dismissed. (Order No. 55.)

Investigated through correspondence. Not decided.

E. T. Robinson,

vs.

No. 81.

Red River Line.

Increase in Rates.

Complaint: Defendants advanced their rates on lumber and commodities on Red River.

Filed, February 28, 1900.

Not yet heard.

Louisiana & Arkansas Telegraph Company,

ex parte

No. 82.

Increase Rates for Telegraph Service.

Petition to increase the rates for day and night messages over the Louisiana and Arkansas Telegraph Company's line.

Filed, March 21, 1900.

This petition was heard at Baton Rouge, March 21st, 1900. It was shown that the rates fixed by the Commission caused the petitioners to operate at a loss. It was therefore ordered that the petition, allowing forty cents for messages of ten words or less, and three cents for each additional word on day messages and thirty cents for messages of ten words or less and two cents for each additional on night messages be granted. (Order No. 56.)

Houma Lighting & Ice Manufacturing Company,

vs.

No. 83.

The Southern Pacific Company.

Coal Rates.

Complaint: Excessive winter rate on coal, from New Orleans to Houma, and petition for reduction of same.

Filed, February 9, 1900.

This case was heard at Baton Rouge, April 23rd, 1900. It was shown that the defendant company had in effect a winter rate of \$1.40 per ton on coal, which the Commission regarded as too high as compared with other rates on the defendant company's line, and it was therefore ordered that a rate of \$1.15 per ton on coal from New Orleans to all Houma Branch points be put in. (Order No. 61.)

Louis Bush's Sons,

vs.

No. 84.

The Southern Pacific Company.

Loss by damage in Transit.

Claim for loss in weight to sugar in barrels while in transit on defendant company's line.

Filed, April 9, 1900.

This case was heard at Baton Rouge, April 23rd, 1900. The question involved in this case being that of the responsibility of the carrier for damage in transit, the Commission held that it was without jurisdiction, and the case was therefore dismissed. (Order No. 59.)

H. C. Ludlow,

vs.

No. 85.

The Cumberland Telephone and Telegraph Company.

Violation of Rules.

Complaint: Removing telephone box from residence of

complainant because complainant refused to pay increased rate for use of same, in the city of New Orleans.

Filed, April 9, 1900.

(Not yet heard.)

Doherty & Company,

vs.

No. 86.

The Yazoo & Mississippi Valley Railroad Company.

Non-Payment of Claim.

Complaint: Claim for loss of goods presented by Complainants to Defendants, not paid in the thirty day limit fixed by the Rules of the Commisison.

Filed, April 14th, 1900.

This case was settled through correspondence, the defendants promptly settling the claim of complainants.

Vicksburg, Shreveport & Pacific Railroad Company,

Ex parti.

No. 87.

Petition to do away with local stops on the Vicksburg, Shreveport & Pacific Railroad, for fast through train service.

(Not yet heard.)

Max Frankel,

vs.

No. 88.

The People's Telephone Company.

Installing Instrument.

Complaint: Refusal to install telephone in complainant's residence, in a locality where his neighbors use instruments of the defendant company.

Filed, April 14th, 1900.

(Not yet heard.)

Uriah Millsaps, President,

Uriah Millsaps, President,

vs.

No. 89.

The Vicksburg, Shreveport & Pacific Railroad Company.

Violation of Rules.

Complaint: Raising rates on cotton from Monroe to New Orleans, without the consent of the Railroad Commission of Louisiana, and thereby violating its Rules.

Filed, April 23rd, 1900.

(Not yet heard.)

Citizens of West Monroe,

vs.

No. 90.

The Vicksburg, Shreveport & Pacific Railroad Company.

Discontinuing Local Stops.

Petition to deny the application of the defendant company to discontinue West Monroe as a regular passenger and freight depot, and a regular stop for all trains.

Filed, April 26th, 1900.

(Not yet heard.)

ORDERS,
AND
Decisions in Cases Before the Commission,
FROM
January 1st, 1899,
TO
May 1st, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 1.

W. G. Ogletree,

vs.

Case No. 2.

The Houston, East & West Texas Ry. Co.

At a General Session of the Railroad Commission of Louisiana, held at its office in Baton Rouge, Louisiana, on the 12th day of April, 1899, A. D., it was

Ordered, Upon investigation of the complaint of W. G. Ogletree vs. The Houston East & West Texas Railway Company, for not maintaining a proper and suitable depot at Logansport, La., in lieu of one destroyed by fire on the 23rd of August, 1898, that the said Houston, East & West Texas Railway Company, be, and the same is hereby ordered to build within ninety days from the date of this order, a suitable passenger and freight depot within one hundred feet of the site occupied by the depot which was burned at said Logansport.

Be it further ordered, That the waiting rooms of this depot are not to be less than eighteen feet square, and the freight storeroom not to contain less than five hundred feet square feet of floor space.

By order of the Commission.

Dated Baton Rouge, La., April 13th, 1899.

W. M. BARROW,
Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 2.--Amended by Order No. 9.

Police Jury Parish of St. Charles,

vs.

Case No. 4.

The Southern Pacific Company.

At a General Session of the Railroad Commission of Louisiana, held in the rooms of the Board of Trade, New Orleans, La., on the 16th day of May, 1899, A. D. it was

Ordered, upon investigation of the company of the Police Jury of the Parish of St. Charles, vs. the Southern Pacific Company, for not maintaining a proper and suitable depot at Boutte,

La., a station on its line, that the said Southern Pacific Company be, and the same is hereby ordered to build, within ninety days from the date of this order, a suitable passenger and freight depot at Boutte station.

Be it further ordered, That the waiting rooms of this depot are not to be less than eighteen feet square, and the freight storage room not to contain less than five hundred square feet of floor space.

By order of the Commission:

Dated, New Orleans, La., May 18th, 1899.

W. M. BARROW,
Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 3.

Police Jury Parish of St. Charles,

vs.

Case No. 9.

The Texas & Pacific Railway Company.

At a General Session of the Railroad Commission of Louisiana, held at the rooms of the New Orleans Board of Trade, May 18, 1899, it was

Ordered, upon due hearing and investigation, and upon mutual agreement between the parties, that a freight and passenger station be erected at St. Charles Station, on the line of the Texas & Pacific Railway, within six months from the date of this order, the plans and specifications of said station to be submitted to the Commission for their approval.

By order of the Commission:

Dated New Orleans, La., May 18, 1899.

W. M. BARROW,
Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 4.

A. E. Hotard

vs.

Case No. 15.

Cumberland Telephone & Telegraph Company.

At a General Session of the Railroad Commission of Lou-

isiana, held at the rooms of the New Orleans Board of Trade, May 18th, 1899, upon due hearing and investigation, it was

Ordered, That the said Commission rules that the charging of a greater sum for telephone service by the Cumberland Telephone and Telegraph Company in the Fifth Municipal District of the City of New Orleans, known as Algiers, La., than is charged for the same service in other districts of said City of New Orleans is an unjust discrimination against said Fifth Municipal District of the City of New Orleans, and therefore the said Cumberland Telephone and Telegraph Co. is hereby ordered to reduce their rates in the Fifth Municipal District of New Orleans to a parity with the rates charged in other districts of said city.

Respectfully,

W. M. BARROW,
Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 5.

A. L. Hopkins, et als.,

vs.

Case No. 12.

The New Orleans & Northwestern Railroad Company.

At a General Session of the Railroad Commission of Louisiana, held at the rooms of the New Orleans Board of Trade, New Orleans, La., from May 16th to May 20th, 1899, upon agreement between the parties, who then and there appeared before the Commission by their agents and attorneys, and after due hearing and investigation, it was,

Ordered, That the depot facilities at Florence, a station on the said railroad company's line, be increased so as to provide waiting rooms for both white and colored passengers, the size of these rooms to be 10x14 feet, same to conform to the Rules of this Commission, within thirty days from the date of this order.

By order of the Commission:

Dated, New Orleans, La., May 20th, 1899.

W. M. BARROW,
Secretary.

RAILROAD COMMISSION OF LOUISIANA.**Order No. 6.****A. W. Jones, et als.,****vs.****Case No. 18.****The St. L., I. M. & S. Ry. Co.**

At a General Session of the Railroad Commission of Louisiana, held at the rooms of the New Orleans Board of Trade, May 18th, 1899, it was,

Ordered, That in accordance with the request of the St. L., I. M. & S. Ry. Co., for permisison to erect a freight and passenger depot at Jones Station, La., a station on its line, the same be and is hereby granted, the said depot to be in accordance with the plans and specifications submitted to the Commisison by the said Railway Company, with the addition of ladies' toilets, in order to conform with Rule No. 13, Page 9, and the construction placed thereon by the Commission at its session of April 15th, 1899, Rules and Regulations of the Commission, within ninety days from the date of this order.

By order of the Commission:

Dated, New Orleans, La., May 18, 1899.

W. M. BARROW,
Secretary.

RAILROAD COMMISSION OF LOUISIANA.**Special Order.****To the Pullman Palace Car Company:**

At a General Session of the Railroad Commission of Louisiana, held at the office of the New Orleans Board of Trade, from the 16th to 21st of May, 1899, it was,

Ordered, That the rates for a berth on Pullman cars be reduced so as to make the maximum charge for a berth in the State of Louisiana Two Dollars, to take effect five days after the publication of this order.

Said Pullman Palace Car Company is hereby informed to change any and all rates in conflict with this order, and make them to conform herewith.

By order of the Commission:

Dated New Orleans, La., May 20, 1899.

W. M. BARROW,
Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Special Order.

To the Southern Pacific Company:

At a General Session of the Railroad Commission of Louisiana, held in the rooms of the Board of Trade, New Orleans, May 21st, 1899, it was,

Ordered, That pending the investigations of the Commission into the competition which exists in Bayou Lafourche, and the discrepancies existing in rates, and awaiting the adjustment of the rate situation in that locality, the Southern Pacific Company be, and is hereby authorized to meet the water competition by reducing their rates to points affected thereby along their line.

By order of the Commission:

Dated New Orleans, La., May 21st, 1899.

W. M. BARROW,
Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 7. Case No. 13.

TARIFF NO. 1.

RICE.

Ordered, That the following Tariff on rough and clean rice is hereby adopted, to be used by all carriers under the jurisdiction of this Commission. Effective on and after the 15th day of July, 1899. Attention is directed to Rule No. 9, Page 6, and Rule No. 5, Page 11, of the Commission's Rules.

FIRST ANNUAL REPORT OF THE

DISTANCE.	CENTS PER HUNDRED POUNDS.	
	Rough Rice, any quantity.	Clean Rice, carloads.
5 miles and under	4	5½
10	5	5½
15	5½	6
20	5½	6½
25	6	7
30	6	7½
35	6½	8
40	6½	8½
45	7	9
50	7	9½
55	7½	10
60	7½	10½
65	8	11
70	8	11½
75	8	12
80	8½	12½
85	8½	13
90	8½	13½
95	9	13½
100	9	14
110	9½	14½
120	10	14½
130	10½	15
140	11	15
150	11½	15½
160	12	15½
170	12½	16
180	13	16
190	13½	16½
200 and over	14	17

By order of the Commission:

C. L. de FUENTES, Chairman.

R. N. SIMS, JR.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

Baton Rouge, La., June 21, 1899.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 8.

At a General Session of the Railroad Commission of Louisiana, held at its office at Baton Rouge, June 19th to 23rd, 1899, A. D., the following Rules were adopted:

Page 5. Rule 4a. All answers to complaints and petitions before the Commission shall be made in duplicate.

Page 6. Rule 6a. In cases where fines are assessed by the Commission, the parties shall be given twenty days in which to settle the fines.

Page 7. Rule 22. Annual reports shall be required from all Railroad, Steamboat and other Water Craft, Express, Telephone, Telegraph and Sleeping Car Companies, to be filed with this Commission on or by the first day of September of each year. These reports to cover the fiscal year ending June 30, of each year.

C. L. de FUENTES, Chairman.
R. N. SIMS, Jr.,
W. L. FOSTER,

Commissioners.

W. M. BARROW, Secretary.
Baton Rouge, June 23, 1899.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 9.—Amending Order No. 2.

Case No. 4:

At a General Session of the Railroad Commission of Louisiana, held at its office at Baton Rouge, June 22nd 1899, A. D.

Ordered, upon a rehearing in the case of the Police Jury, Parish of St. Charles, vs. The Southern Pacific Company, in the matter of improper depot facilities at Boutte Station, granted upon the application of the Southern Pacific Company through their representative, Thornwall Fay, Esq., upon additional showing made, that the former order of this Commission, No. 4, under date of May 13, 1899, is rescinded, and in lieu thereof the following order is issued:

That a passenger depot and freight shed be constructed at Boutte Station by the 15th of August, 1899, the waiting rooms of the said passenger depot to be fourteen feet square, as per plan submitted by the Southern Pacific Company, and the

freight shed to be joined thereto and to contain a floor space of ten by fourteen feet.

By order of the Commission:

Baton Rouge, Louisiana, June 22nd, 1899.

W. M. BARROW,
Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 10.

At a General Session of the Railroad Commission of Louisiana, held at its office in Baton Rouge, June 21st, 1899, A. D.,

Ordered, after due hearing and investigation into the matter of the violation of Rule 14, Page 7, Rules and Regulations of the Commission, by the Yazoo and Mississippi Valley Railroad Company, between the 25th of April, and the 16th of May, 1899, by not stopping all their trains at the county seats on their line, notably, the Memphis Express Train, at Convent Station, the said, the Yazoo & Mississippi Valley Railroad Company shall forfeit and pay to the State the sum of One Thousand Dollars (\$1,000).

It is further ordered that the said, the Yazoo & Mississippi Valley Railroad Company be allowed twenty days from date hereof in which to comply with the provisions of the foregoing order.

By order of the Commission:

Dated Baton Rouge, June 21st, 1899.

W. M. BARROW,
Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 11—Amending Order No. 10.

At a General Session of the Railroad Commission of Louisiana, held at its office in Baton Rouge, June 21st, 1899, A. D.,

Ordered, upon a rehearing in the case of the violation of Rule 14, Page 7, Rules and Regulations of the Commission, by the Yazoo and Mississippi Valley Railroad Company, between the 25th of April, and the 16th of May, 1899, granted upon the application of the company through Hunter C. Leake, Esq., their representative, upon additional showing made, that the fine imposed in the former order by this Commission, in

this case of \$1,000 (one thousand dollars), be reduced to two hundred and fifty dollars (\$250).

It is further ordered that the said, the Yazoo and Mississippi Valley Railroad Company, be allowed twenty days from date hereof in which to comply with the provisions of the foregoing order.

By order of the Commission:

Dated Baton Rouge, La., June 21st, 1899.

W. M. BARROW,
Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 12.

Bodenheimer & Brother

vs.

Case No. 21.

Texas & Pacific Railway Co.

After due hearing and full investigation of this case, the Commission decides:

That this case involves an interstate shipment, and that the Commission has no jurisdiction in the matter.

By order of the Commission:

Dated Baton Rouge, La., October 13th, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS,

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 13.

Monroe Telephone Company, Ltd.,

vs.

Case No. 23.

Cumberland Telephone & Telegraph Company.

After thorough investigation into this case, the Commission decides:

First. That the demand for maximum rates is superfluous, inasmuch as such rule is contained in the Rules and

Regulations of the Commission promulgated April 15th, 1899.

Second. The demand for a minimum rate is refused on the ground that at the present time, there being a different scale of prices in almost every town in the State, no uniform rate can be put in that will not work a hardship on many communities, by the necessary raising of rates in these communities.

By order of the Commission:

Dated, Baton Rouge, La., October 13th, 1899.

C. L. de FUENTES, Chairman.
R. N. SIMS,
W. L. FOSTER,
Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 14.

Citizens of Ruston

vs.

Case No. 25.

The Western Union Telegraph Company.

After full and careful investigation into this case, the Commission decides:

That on account of the showing made by the Western Union Telegraph Company of their earnings at Ruston, it would be unjust to the telegraph company to cause them at this time to maintain a separate office at Ruston.

By order of the Commission:

Dated Baton Rouge, La., October 13th, 1899.

C. L. de FUENTES, Chairman.
R. N. SIMS,
W. L. FOSTER,
Commissioners.

W. M. BARROW, Secretary.

Railroad Commission of Louisiana.

Order No. 50.

At a General Session of the Railroad Commission of Louisiana, held at its office at Baton Rouge, March 19th, 1900, A. D., the following rules were adopted:

Rule 4. Page 14. Is hereby re-enacted and amended to read as follows:

Rule 4. There shall be no increase in the rates now charged for rent of instruments, or for the use of public station instruments for conversation without the consent of this Commission; nor shall any rates be put in force at new exchanges, or on new toll lines, or elsewhere, before said rates shall have been authorized by this Commission.

Rule 5. No subscriber shall be hindered in the enjoyment of telephone communication, nor shall instruments be removed from the premises of subscribers except for failure to pay tariff rates authorized by this Commission. Where no tariff has been authorized the Commission will consider the "rate" to be the amounts which the patrons are paying for rent of instruments and toll line service in their respective localities.

The above rules effective at once.

By order of the Commission.

Baton Rouge, Louisiana, March 26th, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS,

W. L. FOSTER,

Commissioners.

(Seal.)

W. M. BARROW, Secretary.

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RAILROAD COMMISSION OF LOUISIANA.

Order No. 15.

Citizens of Rush Point

vs.

Case No. 36.

Texarkana, Shreveport & Natchez Railroad Company.

After full and careful consideration of this case, the Commission decides:

That the request of the citizens of Rush Point for a depot at Belcher be refused.

By order of the Commission:

Dated, Baton Rouge La., October 13th, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 16.

Seth Woodruff, Esq.,

vs.

Case No. 39.

Texas & Pacific Railway Company.

After full investigation of the case, the Commission decides:

That there has been no discrimination on the part of the defendant company against the plaintiff in this suit.

By order of the Commission:

Dated, Baton Rouge, La., October 13th, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 17.

J. W. & W. S. Thigpen,

vs.

Case No. 46.

Texas & Pacific Railway Company.

After due hearing and investigation, it was ordered:

That the defendants, the Texas & Pacific Railway Company, be, and is, hereby ordered to put in a spur track at Thigpen's Mill, about three and one-half miles from Sodus Station, on their line, three hundred feet long, within thirty days from the date of this order.

By order of the Commission:

Dated, Baton Rouge, La., October 14, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 18.

Police Jury, Parish of East Feliciana,

vs.

Case No. 45.

Yazoo & Mississippi Valley Railroad Company.

After due hearing and investigation, the Commission decided:

That the defendant Company, the Yazoo & Mississippi Valley Railroad Company be, and is, hereby ordered to issue the following rates on flat cotton:

FROM	TO	RATE PER BALE.
Norwood Wilson Clinton	New Orleans	\$1.00

And the following rates on cotton seed:

FROM	TO	RATE PER BALE.
Norwood Wilson Clinton Slaughter Lindsay Bayou Sara	New Orleans	\$2 00

Effective at once.

By order of the Commission:

Dated, Baton Rouge, La., October 14, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 19.

Citizens of Shreveport

vs.

Case No. 41.

Vicksburg, Shreveport & Pacific Railroad Company, Houston,
East & West Texas Railway Company, and Texas & Pa-
cific Railway Company.

After due hearing and investigation, the Commission de-
cided:

That a general Rule be promulgated requiring all carriers
to bed stock cars at their own expense.

By order of the Commission:

Dated, Baton Rouge, La., October 14, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.**Order No. 20.**

To All Carriers in the State of Louisiana:

At a General Session of the Railroad Commission of Louisiana, held at its office in Baton Rouge, on the 13th day of October, 1899, it was

Ordered, That all stock cars shall be bedded at the expense of the carrier.

By order of the Commission:

Dated, Baton Rouge, La., October 14th, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.**Order No. 21—Corrected Order.**

Police Jury, Parish of Tangipahoa

vs.

Case No 38.

Illinois Central Railroad Company.

After due hearing and investigation, the Commisison decides:

That the request of the Police Jury of the Parish of Tangipahoa to have all trains stop at Amite City be refused.

By order of the Commission:

Dated, Baton Rouge, La., October 14, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS,

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

In the above case the following opinion was rendered:

BEFORE THE
Railroad Commission of the State of Louisiana.

Police Jury of the Parish of Tangipahoa,

vs.

No. 38.

The Illinois Central Railroad Company.

P. L. McCAY, for Plaintiffs.

HUNTER C. LEAKE, for Defendants.

SIMS, Commissioner.

The Police Jury of the Parish of Tangipahoa, Louisiana, assisted by the Common Council of the town of Amite City, and other citizens of the above named parish, presented to the Railroad Commission of Louisiana a petition requiring that Rule 14, Page 7, of the Commission's Rules and Regulations, be further amended so as to compel the trains known as the "Chicago Limited," operated by the Illinois Central Railroad Company, to make regular stops daily at the town of Amite. Petitioners state that Amite City is the only court-house town along the line of the Illinois Central Railroad in this State, or for a distance of 83 miles, and they claim that the stopping of the "Chicago Limited" trains as prayed for would prove a great benefit and advantage to the people of Amite City and of the surrounding country.

The Illinois Central Railroad Company, answering, aver that the aforementioned trains are fast through trains between Chicago, Illinois; St. Louis, Missouri; Louisville, Kentucky, and New Orleans, Louisiana, making close running connections with many other through trains, and that such trains are the only through passenger trains so operated between the points aforesaid by said railroad company not making regular daily stops at the town of Amite. The Illinois Central Railroad Company further makes answer, that they are providing the citizens of Amite with reasonable and adequate train service, and that a compliance with petitioners' request would be detrimental to the interests of through passenger service from New Orleans to Chicago and other commercial centres.

Defendants further aver that the people of Amite City are given the same advantages and enjoy the same privileges and benefits as towns of similar size and commercial importance along its line, and that the trains in question do not stop at towns or stations of the size or population of Amite, or less population, unless at railroad crossings, under any different conditions than at Amite.

We find the following to be substantially the undisputed facts: That Amite City has no railroad facilities or advantages, except such as are provided for it by the Illinois Central Railroad Company; that said defendant company has in operation, exclusive of said fast through train, known as the "Chicago Limited," six passenger trains daily, and eight on Sunday upon its line of railway passing through Amite City and making regular stops, and in addition two freight trains daily (except Sunday), upon which passengers have the right and privilege of being carried, as follows, viz:

A daily passenger train passes through Amite going south at 5:57 a. m., and another going north at 9:46 p. m., these trains being through fast trains between New Orleans, Chicago, Louisville and Memphis, making connection with trains upon its own lines of railway, as well as others at the last named cities; a daily passenger train between New Orleans and Fulton, Kentucky, passing Amite going north at 9:15 a. m., and going south at 7:32 p. m.; a daily passenger train between New Orleans and McComb City, Mississippi, passing Amite going south at 7:05 a. m., and going north at 8:17 p. m.; a freight train having the right to carry passengers, passing each way, daily, except Sunday; and on Sunday, two excursion trains between New Orleans and McComb City, Mississippi, passing Amite going north at 10:18 a. m., and going south at 6:05 p. m.

The "Chicago Limited" trains are operated principally for the convenience and accommodation of the passenger traffic between New Orleans, St. Louis, Chicago, and other commercial centres of this country, and these trains are composed of sleeping cars, passenger coaches and mail and express cars, and in the operation of said trains between the cities of New Orleans and Chicago, no change is made in the composition of said trains except change of engines. The actual running time of said trains, stops excluded, is as fast as safety and present conditions will permit. Between New Orleans and Chicago, the trains do not stop at towns the size of Amite, or of less population, unless at railroad crossings, for the purpose of changing engines or to make connections. The record shows that Amite City enjoys passenger facilities equal to if

not superior to those enjoyed by any town of like size and commercial importance along the defendant's line of railroad. The statement made by plaintiff in their petition, that the "Chicago Limited" stopped at all court house towns in the State of Mississippi, except Hernando, Batesville and Senatobia, or a total of six stops out of a possible nine, is disproved by the evidence, which shows that only three stops are made at court house towns in the State of Mississippi. However, this point is immaterial and does not enter into the case as a material factor. The main question the Commission is called upon to decide are: Are the citizens of Amite City and vicinity provided by the Illinois Central Railroad Company with reasonable and adequate train service? Would the stopping of the "Chicago Limited" trains at Amite City, impair the through service on defendant's line of railroad? Our answers to both questions are affirmative. Each case must necessarily be governed and controlled, largely by the conditions existing and affecting the immediate locality and the demands of the public. There might be conditions that would require a different ruling; but in this case the trains carrying through and local passengers, and which make regular stops at Amite in such numbers and pass at such hours in the day as would seem to give reasonable accommodation to the public, and at a seasonable time.

The question involved in this case we regard as of great public importance, and we regret that the plaintiffs, apparently, at least, do not seem to comprehend the far-reaching influence or bearing which this controversy may have upon the transportation question in this State. We may justly infer from plaintiff's attitude and declaration that but one interest, and only one, should be considered, and that the interest of the public at large should be ignored; that through fast trains should not be encouraged, if, for any cause, any number of people should be discommoded or discomforted thereby, regardless of the great number that may, through necessity, or otherwise, require or stand in need of rapid and safe transit. The carriers of to-day are expected, and, in fact, should be required to furnish reasonable rapid transit facilities to and from the great commercial centres. A railway company which does not provide within a reasonable time and under ordinary conditions suitable, proper and safe equipment and roadbed for the purpose of accommodating the through public travel, greatly impairs the wealth and prosperity of the country through which such line may be located, and such community, in the opinion of this Commission, would have just cause for insisting upon proper through service. It is the duty of the

common carrier to give reasonable accommodation and passenger service to both classes of its patrons, the local, as well as the through passengers.

In passing upon this question we must consider the effect of making an order in this case requiring these fast trains to stop at this station, and what effect it would have upon the through passenger service on defendant's railroad. If all towns of the size of Amite or if all courthouse towns along the line of the Illinois Central Railroad may have the right to compel limited through trains to stop thereat, it would soon destroy all rapid transit upon this line. The trains running on the Illinois Central Railroad and known as the "Fast Mail" now perform the service which must inevitably be required of the "Chicago Limited" should the Commission reach a decision and issue an order in compliance with petitioners' request, and a comparison of the present difference in the schedule time of the aforementioned trains, can leave no reasonable doubt as to the injury that would ensue to through traffic by an order compelling the stopping of the trains in question.

It is the decision of this Commission that it should not interfere with fast through train service on defendant's line or railway, as prayed for at this time.

It is therefore ordered, That the request of the Police Jury of the Parish of Tangipahoa to have the trains running on defendant's line, and known as the "Chicago Limited," stop at Amite City, be refused.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 22.

At a General Session of the Railroad Commission of Louisiana, held at its office in Baton Rouge, La., on the 13th day of October, 1899, it was,

Ordered, That the following resolutions be adopted:

Whereas, the experience of this Commission has been that the best interests of the public service have not been promoted by the operation of Rule 7, Page 6, of the Rules and Regulations of the Commission, therefore be it,

Resolved, that the above mentioned rule be amended as follows:

Page 6, Rule 7. In the sixth and seventh lines strike out "Other than the hearing of contested cases," and add after

the word 'present,' in the eighth line, "all Commissioners having been previously notified."

By order of the Commission:

Dated, Baton Rouge, La., October 14, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 23.

A. Doherty, Jr.,

vs.

Case No. 47.

Texas & Pacific Railway Co.

After due hearing and investigation of this case, the Commission decided:

That the charge complained of by Mr. Doherty on a shipment of moss from Morrows to Baton Rouge, was the regular tariff rate, and therefore the claim for overcharge is unfounded; but the rate on moss from T. & P. points to Baton Rouge are out of proportion to those charged from same points to New Orleans, and the following tariff on moss is therefore ordered to be issued by the Texas & Pacific Railway Company.

MOSS.

FROM	TO	RATES PER BALE, ANY QUANTITY.
Bunkie Morrows Rosa Palmetto Mellville Fordoche Grosse Tete Maringouin	Baton Rouge	35.
	Port Allen	25.

Effective at once.

By order of the Commission:

Dated, Baton Rouge, La., October 18, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 24.

Citizens of Benson,

vs.

Case No. 37.

Kansas City, Pittsburg & Gulf Railroad Company.

After full investigation of this case, the Commission decided,

That the defendant company, the Kansas City, Pittsburg & Gulf Railroad Company be, and hereby is, ordered to erect and maintain a suitable passenger and freight depot at Benson, a point on their line, in De Soto Parish, Louisiana, within sixty days from the date of this order.

By order of the Commission:

Dated, Baton Rouge, La., October 18th, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 25.

Citizens of Bienville,

vs.

Case No. 35.

Louisiana & Northwest Railroad Co., and the

Vicksburg, Shreveport & Pacific R. R. Co.

After full and careful investigation of this case, the Commission decided:

That it finds no just grounds for the issuance of an order reducing the rates now in effect over the defendant companies' lines from Bienville.

By order of the Commission:

Dated, Baton Rouge, La., October 18, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 26.

Alexandria Board of Trade,

vs.

Case No. 29.

The Kansas City, Watkins & Gulf Railway Company.

After due hearing and investigation, the Commission decided that the rates submitted to the Commission by the defendant company, and filed on June 28th, 1899, applying between Alexandria and Lake Charles, be and are hereby ordered published by the said defendants, the Kansas City, Watkins & Gulf Railway Company, and covered by the Commission's Authority No. 152.

By order of the Commission:

Dated, Baton Rouge, La., October 18, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 27.

At a General Session of the Railroad Commission of Louisiana, held at its Office at Baton Rouge, October 18th, 1899, it was

Ordered, that the Vicksburg, Shreveport & Pacific Railroad Company issue and apply at once, the following tariff on cotton seed:

COTTON SEED.

Carloads, Minimum Weight 30,000 Pounds.

DISTANCE.	RATES IN CENTS PER 100 LBS.
5 miles or less.....	5
10 miles and over 5.....	5
20 miles and over 10.....	5
30 miles and over 20.....	6
40 miles and over 30.....	7
50 miles and over 40.....	7½
60 miles and over 50.....	9
70 miles and over 60.....	9
80 miles and over 70.....	9
90 miles and over 80.....	10
100 miles and over 90.....	10
110 miles and over 100.....	15
120 miles and over 110.....	15
130 miles and over 120.....	15
140 miles and over 130.....	15
150 miles and over 140.....	15
160 miles and over 150.....	15
170 miles and over 160.....	15

Effective at once. Cancels all conflicting tariffs.

By order of the Commission:

Dated, October 18, 1899, Baton Rouge, La.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 28.

Railroad Commission of Louisiana,

vs.

Case No. 48.

The Western Union Telegraph Company.

After due hearing and investigation of this case, the testimony having developed the fact that the said, The Western Union Telegraph Company, had violated the Rules and Regulations of the Railroad Commission of Louisiana(by charging, demanding and collecting more than the regular tariff rate, prescribed by the Commission, on a message of five words from Sodus Station to Mansfield, La., from one George Bickham to one Edward Foster, on or about the 7th day of September, 1899, it is

Ordered, That the said, The Western Union Telegraph Company, be and is hereby fined the sum of Five Hundred Dollars (\$500.00), to be paid to the Commission within twenty days from the date of this order.

By order of the Commission:

Dated, Baton Rouge, La., November 24, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 29.

Opelousas Compress Company,

vs.

Case No. 54.

The Southern Pacific Company.

After due hearing and investigation, the evidence having developed the fact that certain discriminations exist between the freight rates on cotton to the towns of Opelousas and Lafayette, it was

Ordered, that the following tariff on cotton be placed in
by the Southern Pacific Company:

COTTON COMPRESSED AT OPELOUSAS.

FROM	To	RATES PER BALE.
Gold Dust.....	New Orleans.	\$1.15.
Barbreck		
Whiteville.....		
Dubuisson.....		
Garland.....		
Beggs.....		
Washington.....		
Bellevue.....		
Sunset.....		
Carencro.....		

Effective at once.

(The above rates are the same now in effect from the
points named to New Orleans on cotton compressed at
Lafayette.)

By order of the Commission:

Dated, Baton Rouge, La., November 24, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 30.

New Orleans Bureau of Freight and Transportation,

vs.

Case No. 7.

The Texas & Pacific Railway Company.

After due hearing and carefully considering the record
in this case, and after thoroughly and diligently investigating
the tariffs of the defendant company, and comparing its rates,
the Commission decides that a readjustment of the tariffs
complained against would require a complete re-adjustment of
all the tariffs in the State.

The effect of formulating a tariff covering only the points
complained of would seriously disturb the freight conditions
throughout the State.

The Commission not being in a position at this time to formulate a general tariff, which in the judgment of the Commission would be the only equitable adjustment, considering the whole people of the State, the entire matter is held in abeyance until such time as the Commission may be in a position to act fully and equitably.

It is therefore,

Ordered, That the Commission finds no direct discrimination in the rates involved and complained against, and the above case will be held in abeyance until such time as a tariff can be formulated and published.

By order of the Commission:

Dated, Baton Rouge, La., November 24, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 31.

New Orleans Bureau of Freight and Transportation,

vs.

Case No. 20.

The Texas & Pacific Railway Company and the

Kansas City, Watkins & Gulf Railway Company.

After due hearing and carefully considering the record in this case, and after thoroughly and diligently investigating the tariffs of the defendant companies, and comparison of their rates, the Commission decides that a re-adjustment of the tariffs complained against would require a complete re-adjustment of all the tariffs in the State.

The effect of formulating a tariff covering only the points complained of would seriously disturb the freight conditions throughout the State.

The Commission not being in a position at this time to formulate a general tariff, which in the judgment of the Commission would be the only equitable adjustment, considering the whole people of the State, the entire matter is held in abeyance until such time as the Commission may be in a position to act fully and equitably.

It is therefore,

Ordered, That as the Commission finds no direct discrimination in the rates involved and complained against, the above case will be held in abeyance until such time as a tariff can be formulated and published.

By order of the Commission:

Dated, Baton Rouge, La., November 24, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 32.

Alexandria Board of Trade,

vs.

Case No. 28.

The Southern Pacific Company.

After due hearing and carefully considering the record in this case, and after thoroughly and diligently investigating the tariffs of the defendant company, and comparison of its rates, the Commission decides that a re-adjustment of the tariffs complained against would require a complete re-adjustment of all the tariffs in the State.

The effect of formulating a tariff covering only the points complained of would seriously disturb the freight conditions throughout the State.

The Commission not being in a position at this time to formulate a general tariff, which in the judgment of the Commission would be the only equitable adjustment, considering the whole people of the State, the entire matter is held in abeyance until such time as they may be in a position to act fully and equitably.

It is therefore,

Ordered. That as the Commission finds no direct discrimination in the rates involved and complained against, the above case will be held in abeyance until such time as a tariff can be formulated and published.

By order of the Commission:

Dated, Baton Rouge, La., November 24, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 33.

The Monroe Board of Trade,

vs.

Case No. 30.

The Vicksburg, Shreveport & Pacific Railroad Company.

After due hearing and carefully considering the record in this case, and after thoroughly and diligently investigating the tariffs of the defendant company, and comparison of its rates, the Commission decides that a re-adjustment of the tariffs complained against would require a complete re-adjustment of all the tariffs in the State.

The effect of formulating a tariff covering only the points complained of would seriously disturb the freight conditions throughout the State.

The Commission not being in a position at this time to formulate a general tariff, which in the judgment of the Commission would be the only equitable adjustment, considering the whole people of the State, the entire matter is held in abeyance until such time as they may be in a position to act fully and equitably.

It is therefore,

Ordered, That as the Commission finds no direct discrimination in the rates involved and complained against, the above case will be held in abeyance until such time as a tariff can be formulated and published.

By order of the Commission:

Dated, Baton Rouge, La., November 24, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 34.

The Dinkins Company, Limited,

vs.

Case No. 51.

The Vicksburg, Shreveport & Pacific Railroad Company.

After due hearing and investigation of this case, it was, Ordered, That the defendant company, The Vicksburg, Shreveport & Pacific Railroad Company, be required to build at Waverly, La., a point on its line in Madison Parish, a cotton platform covering not less than 600 square feet of space, and a closed and covered freight warehouse, covering not less than 400 square feet, the said warehouse to be at the end of the platform nearest to the building now occupied by the Dinkins Company, Ltd., both the platform and shed to be built so as to afford the best facilities for loading and unloading cars and wagons. The said platform and warehouse to be completed within sixty days from the date of this order.

By order of the Commission:

Dated, Baton Rouge, La., November 24, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 35.

N. W. Sentell

vs.

Case No. 42.

The St. Louis Southwestern Ry. Co.

This case having been investigated as fully as possible (the plaintiff being unrepresented), the defendants being present and denying the plaintiff's charges as to the rates in existence from Shreveport to Plain Dealing, and also denying that they have for some months collected storage charges on freights, the Commission feels powerless to do other than dismiss the case.

As to the discrimination charged with regard to rates on cotton from Benton to Shreveport, the Commission recognizes the validity of the claim of the defendants that these rates are forced upon them by wagon competition between Benton and Shreveport, and are not in any sense for the purpose of discriminating against other points on its line. It is therefore,

Ordered, That this case be dismissed.

By order of the Commission:

Dated, Baton Rouge, La., November 24, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 36—Amending Order No. 39.

Opelousas Compress Company

vs.

Case No. 54.

The Southern Pacific Company.

The following rate on cotton compressed at Opelousas, to New Orleans, is ordered placed in at once by the Southern Pacific Company, i. e.:

COTTON COMPRESSED AT OPELOUSAS.

FROM	TO	RATE.
Opelousas.....	New Orleans.	\$1 00.

Effective at once.

(The above rate is the same now in effect from the point named to New Orleans on cotton compressed at Lafayette.)

By order of the Commission:

Dated, New Orleans, La., December 13, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.**Order No. 38.**

At a general session of the Railroad Commisison, held in New Orleans,, La., December 13th to 15th, 1899, it was

Ordered, That the minimum weight of a carload of sugar cane shall be twenty tons, and all carriers using a higher minimum are notified to correct their tariffs to conform with the provisions of this order at once.

By order of the Commission:

Dated Baton Rouge, La., December 20, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.**Order No. 39.**

Producers' Business League of Red River Parish

vs.

Case No. 49.

Shreveport & Red River Valley Railway Company,
Red River Line, et als.

After due hearing and investigation in the above case, and after carefully and fully considering the record therein, the Commission decides that the evidence does not show unreasonably high rates during low water from Red River Points, but shows that the rates allowed during low water induces the boats to attempt to carry freight from Red River points to New Orleans, notwithstanding the hazardous trip. That the rate on cotton over the rail lines has been increased 15 cents on account of a bridge toll at Shreveport; that the through rate to New Orleans is \$2.25 per bale, 15 cents of which is paid by the railroad company for the said bridge toll; that all shippers have enjoyed the same rates. That the rates are not exhorbitant. It is, therefore,

Ordered, that the case be dismissed.

By order of the Commission:

Dated Baton Rouge, La., December 20, 1899.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 40.

Railroad Commission of Louisiana

vs.

No. 58.

The Cumberland Telephone & Telegraph Company.

In the Matter of Violation of the Commission's Rules.

After due hearing and investigation of this case, it having been shown that there had been no actual violation of the Commission's Rules by the defendant company's refusing to receive or deliver messages intended for parties in Thibodaux when addressed care of the Thibodaux Telephone Company, it was

Ordered, That the case be dismissed.

By order of the Commission:

Dated Baton Rouge, La., December 20, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 41—Affirming Order No. 5.

A. E. Hotard

vs.

Case No. 15.

The Cumberland Telephone & Telegraph Company.

In the Matter of Application for Rehearing of the Above Case.

After due hearing and investigation, and carefully considering the record and testimony offered at the rehearing, it was

Ordered, That Order No. 5, of the Commission, fixing the rates for Telephone service in Algiers the same as for service in the city of New Orleans, be and is hereby affirmed.

By order of the Commission:

Dated Baton Rouge, La., December 20, 1899.

By order of the Commission:

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.**Order No. 42.**

At a General Session of the Commission, held at its office in Baton Rouge, Monday, January 29, 1900, it was

Ordered, That the Vicksburg, Shreveport & Pacific Railroad Company be required to move a flag station on its line now known as "Moss Bayou" from its present location to C. J. Foster & Company's store, within thirty days from the date of this order.

By order of the Commission:

Dated Baton Rouge, La., January 29, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.**Order No. 43.**

Annulled by Order No. 63.

Railroad Commission of Louisiana

vs.

Case No. 57.

Houston, East & West Texas Railway Company.

In the Matter of Violation of the Commission's Rules by Raising Rates on Cotton from Keachie and Logansport to New Orleans.

After due investigation, it having been shown that the Houston, East & West Texas Railway Company had violated Rule 6, Page 11, of the Rules and Regulations of the Commission by raising the rates on cotton from Keachie and Logansport to New Orleans, without authority from the Commission, it is,

Ordered, That the said, The Houston, East & West Texas Railway Company, be, and is, hereby fined the sum of

Two Hundred and Fifty (\$250.00) Dollars, to be paid to the Commission within twenty days from the date of this order.

By order of the Commission:

Dated, Baton Rouge, La., January 30, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 44.

Patrons of Rapides Station

vs.

Case No. 59.

The Texas & Pacific Railway Company.

In the matter of Repairs to Pavilion at Rapides Station.

Upon a hearing of this case, the defendants having agreed to make the repairs needed, it was

Ordered, That the said, The Texas & Pacific Railway Company, be, and si, hereby directed to re-cover and close in the pavilion at Rapides Station, and to provide benches in the waiting rooms for the accommodation of passengers, within thirty days from the date of this order.

By order of the Commission:

Dated Baton Rouge, La., January 30, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 45.

Patrons of St. John Station

vs.

Case No. 60.

The Texas & Pacific Railway Company.

In the Matter of Petition for New Depot at St. John Station.

After due hearing and investigation, the defendant com-

pany having agreed to erect a new depot at St. John within a reasonable time, it was,

Ordered, That the said, The Texas & Pacific Railway Company, be, and is, hereby directed to erect at St. John Station, a new depot, similar in all respects to the one now existing at St. Charles Station, on its line, within six months from the date of this order.

By order of the Commission:

Dated January 30, 1900, Baton Rouge, La.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 46.

Milliken & Farwell, Through Hugh R. Healey,

vs.

Case No. 61.

The Southern Pacific Company.

In the Matter of Overcharge on Shipments of Molasses in Tank Cars.

After a hearing in this case, in which the Plaintiffs did not appear, and upon an examination of the tariffs of the Defendant Company, it having been shown that the regular tariff rate was charged by the Defendant Company, and, further, that if the tank cars were not loaded to their capacity the fault rested with the shipper, it was

Ordered, That the case be dismissed.

By order of the Commission:

Dated Baton Rouge, La., January 30, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 47.

At a General Session of the Commission, held in its office, at Baton Rouge, January 30th, 1900, it was

Ordered, That the Texas & Pacific Railway Company be, and is, hereby directed to place, within thirty days from the date of this order, in their depot at Donaldsonville, La., a ladies' toilet connected directly by a door with the waiting room. The present toilet at the said depot at Donaldsonville is unsightly, a menace to public health, and not satisfactory to the Commission.

By order of the Commission:

Dated, January 30, 1900; Baton Rouge, La.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 48.

Gus Bienvenu

vs.

Case No. 65.

Texas & Pacific Railway Company.

In the Matter of Loss by Failure to Deliver Goods Promptly.

The defendant company, through their duly authorized agent, Mr. W. F. Braggins, D. F. A., agreed to return the goods free of cost and also to return the amount of freight charges paid by Mr. Gus Bienvenu, and upon this agreement it was,

Ordered, That the case be dismissed.

By order of the Commission:

Dated, New Orleans, March 2, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.**Order No. 49.****A. B. Spencer & Co.****vs.****Case No. 67.****The Avoyelles Railway Company.****In the Matter of Rates on Shingles from Bunkie to Marksville.**

The Commission investigated this case by examining the tariffs of the defendant company, and it being found that no more than regular tariff rates had been charged, it was,

Ordered that the case be dismissed.

By order of the Commission:

Dated New Orleans, La., March 2, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.**Order No. 50.**

At a General Session of the Railroad Commission of Louisiana, held at its office at Baton Rouge, March 19, 1900, A. D., the following rules were adopted:

Rule 4, page 14, is hereby re-enacted and amended to read as follows:

Rule 4. There shall be no increase in the rates now charged for rent of instruments, or for the use of public station instruments for conversation without the consent of this Commission; nor shall any rates be put in force at new exchanges, or on new toll lines, or elsewhere, before said rates shall have been authorized by this Commission.

Rule 5. No subscriber shall be hindered in the enjoyment of telephone communication, nor shall instruments be removed from the premises of subscribers except for failure to pay tariff rates authorized by this Commission. Where no tariff has been authorized the Commission will consider the "rates" to be the amounts which the patrons are paying for

rent of instruments and toll line service in their respective localities.

The above Rules effective at once.

By order of the Commission:

Dated, Baton Rouge, La., March 20, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 51.

Citizens of Rayville

vs.

Case No. 70.

Vicksburg, Shreveport & Pacific Railroad Company.

In the Matter of Removal of Depot at Rayville.

OPINION AND ORDER OF THE COMMISSION.

In this case complaint is made that the depot of the Vicksburg, Shreveport & Pacific Railroad Company at Rayville is so situated that it blocks one of the principal streets of the town, thus causing great hardship to the residents, and the Commission is asked to issue an order to defendant company to remove this depot to a more suitable location.

The Commission finds the following to be substantially the facts in the case:

That the Vicksburg, Shreveport & Pacific Railroad Company have a substantial and commodious building at Rayville for the accommodation of its patrons, and that the freight and passenger facilities furnished are ample. Indeed, the depot has been but recently repaired. Article 284 of the Constitution confers upon the Commission the power, and it is made its duty, to see that the railroads offer reasonable facilities for the storing and transportation of freight, and for the comfort, and safe and expeditious transportation of the traveling public. The facilities afforded as above mentioned being ample, the Commission can not see its way clear to force defendant to do something which will not in any way be a convenience to the traveling public or to shippers or receivers of freight.

This is a question not of railway transportation or of inconvenience or hardship inflicted upon the traveling public; but is one in which the personal rights and business interests only of the citizens of Rayville are concerned, and remedy for alleged hardship can only be had through proper proceedings in the Civil Courts.

Considering the law and the evidence, it is

Ordered, That the prayer of petitioners be denied.

By order of the Commission:

Dated, Baton Rouge, Louisiana, March 20th, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 52.

Patrons of Grayson

vs.

Case No. 71.

St. Louis, Iron Mountain & Southern Railway Company.

In the Matter of Increased Facilities at the Depot at Grayson.

After a thorough investigation into this case, and upon the showing made by the company of the freight and passenger receipts from and to Grayson Station, the Commission decided that it would be an unjust hardship upon defendant company to require them to comply fully with the prayer of the petitioners, and it was,

Ordered, That the defendant company be, and is, hereby required to provide comfortable seats in the station at Grayson, and that the rest of the prayer of petition be dismissed.

By order of the Commission:

Dated, Baton Rouge, Louisiana, March 20, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 53.

Cleophas Lagarde,

vs.

No. 56.

Frank Barker, and the Morgan's Louisiana & Texas R. R. &
S. S. Company.In the Matter of Discriminations Against Plaintiff in Rates
and Service.

After due hearing of this case, it having been shown that the acts complained of took place before the organization of the Commission and the publication of its Rules, and further that the contract attached to and made part of the petition, which was the foundation of the complaint, was dated November 12th, 1897, before the Constitution of 1898 was adopted, it was decided that the Commission's Rules had not been violated, and it was

Ordered, That the case be dismissed.

By order of the Commission:

Dated Baton Rouge, La., March 21, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 54—Affirming Order No. 15.

Citizens of Rush Point

vs.

Case No. 36.

Texarkana, Shreveport & Natchez Railroad Company.

In the Matter of the Rehearing Granted in Above Case or
Commission's Order No. 15, Refusing Prayer or Petition
for Depot at Belcher.

After due hearing and investigation, and upon the evidence submitted, it was decided that the first order of the

Commission in this case be affirmed, and it was,
Ordered, That the prayer of the petition be denied.
By order of the Commission:
Dated Baton Rouge, Louisiana, March 21, 1900.
C. L. de FUENTES, Chairman.
R. N. SIMS.
W. L. FOSTER.
Commissioners.
W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 55.

Citizens of Athens

vs.

Case No. 80.

Louisiana Northwest Railroad Company.

In the Matter of Closing Telegraph Office at Athens.

This case was investigated without hearing.

Upon the evidence submitted, it having been shown that
the telegraph office at Athens had not been closed, and is
now in operation, it was,

Ordered, That the case be dismissed.

By order of the Commission:

Dated Baton Rouge, Louisiana, March 21, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 56.

Louisiana & Arkansas Telegraph Company.

Ex Parti.

Case No. 82.

In the Matter of Petition for Increased Rates for Telegraphic
Messages Over Petitioners' Line.

Upon due hearing, it having been shown by affidavit of

the President of the company that under the Commission's tariff on telegraphic messages the Louisiana & Arkansas Telegraph Company operates at an actual loss, and the said telegraph line being a private line, covering only a short distance, it was,

Ordered, That the petition to increase their rates to 40 cents for messages of ten words, and 3 cents for each additional word, on day messages, and 30 cents for messages of ten words, and 2 cents for each additional word on night messages, be and is hereby granted.

By order of the Commission: ,

Dated Baton Rouge, Louisiana, March 21, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 57.

New Orleans Bureau of Freight and Transportation

vs.

Case No. 7.

Texas & Pacific Railway Company.

In the Matter of Rates on Cotton Piece Goods.

On a rehearing granted on behalf of plaintiffs, it was

Ordered, That the Defendant company, the Texas & Pacific Railway Company, revise and amend their tariff covering cotton piece goods so that the combination of local rates will be observed as the maximum through rate; provided, that the rate to any intermediate point shall not be higher than the lowest combination. The mileage where lower than the combination, shall be observed.

By order of the Commission:

Dated Baton Rouge, La., March 26, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 58.

S. Q. Hollingsworth

vs.

Case No. 68.

Vicksburg, Shreveport & Pacific Railroad Company.

In the Matter of Excessive Rates on Cotton Seed from Tallulah to Shreveport.

After due investigation and examination of the tariffs of the defendant company, General Freight Agent Steele, of the said company, submitted the following reduced tariff, which is hereby ordered placed in the Vicksburg, Shreveport & Pacific Railroad Company's line, viz:

**COTTON SEED, L. C. L., BETWEEN V. S. & P.
STATIONS IN LOUISIANA.**

DISTANCE.	RATES IN CENTS PER 100 LBS.
5 miles or less.....	9
10 miles and over 5.....	13
20 miles and over 10.....	16
30 miles and over 20.....	18
40 miles and over 30.....	19
50 miles and over 40.....	21
60 miles and over 50.....	23
70 miles and over 60.....	26
80 miles and over 70.....	28
90 miles and over 80.....	31
100 miles and over 90.....	33
110 miles and over 100.....	35
120 miles and over 110.....	36
130 miles and over 120.....	37
140 miles and over 130.....	39
150 miles and over 140.....	40
160 miles and over 150.....	40
170 miles and over 160.....	40

Effective at once.

By order of the Commission:

Dated, Baton Rouge, La., March 26, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 59.

Louis Bush's Sons

vs.

Case No. 84.

The Southern Pacific Company.

In the Matter of Claim for Loss by Damage to Sugar in Barrels in Transit.

This being a question of the responsibility of the carrier for damage in transit, the Commission holds that it is without jurisdiction, and the case is therefore dismissed.

By order of the Commission:

Dated, Baton Rouge, La., April 26, 1900.

By order of the Commission:

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 60.

Citizens of Franklin

vs.

Case No. 77.

The Cumberland Telephone & Telegraph Company.

In the Matter of Violating Commission's Rules by Raising

Rates for Rent of Instruments Without Authority from the Commission, and Petition for a Rate of Fifty Cents per Month for Telephone Service in Residences.

First. The Commission decided that there had been no violation of its rules by defendants, in that the rates were changed before they had been changed by the Commission.

Second. It was further decided that the rate of fifty cents per month for telephone service, as prayed for by complainants, is not a fair and remunerative rate, and would cause

an actual loss in the operations of the exchange at Franklin, according to the statements of the defendants.

It was therefore ordered that the case be dismissed.

By order of the Commission:

Dated Baton Rouge, La., April 26, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 61.

Houma Lighting & Ice Manufacturing Company

vs.

Case No. 83.

The Southern Pacific Company.

In the Matter of Excessive Winter Rate on Coal from New Orleans to Houma, and Petition for Reduction.

It was decided that the rate of \$1.40 per ton on coal from New Orleans to Houma was excessive, as compared with other rates in effect on the defendants' line, and it was therefore,

Ordered, That the defendant company place in a rate of \$1.15 per ton on coal from New Orleans to all Houma Branch Points during the winter months.

By order of the Commission:

Dated Baton Rouge, La., April 26, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 62.

J. L. Lyons & Sons

vs.

Case No. 78.

The Texas & Pacific Railway Company.

In the Matter of Claim for Overcharge on Shipment of Rails
from Chopin to Canton.

The Commission found that the regular tariff rates had been charged, and that the rate quoted complainants by an agent of defendants was an error. It was decided that defendants had a right to protect their regular tariff rates, and it was, therefore,

Ordered, That the case be dismissed.

By order of the Commission:

Dated, Baton Rouge, La., April 26, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 63--Annuling Order No. 43.

Railroad Commission of Louisiana

vs.

Case No. 57.

The Houston & Shreveport Company.

In the Matter of Violation of Commission's Rules by Raising Rates on Cotton from Logansport and Keachie to New Orleans, and Rehearing on Commission's Order No. 43, Imposing Fine for said Violation Against the Houston, East & West Texas Railroad Company.

The Commission found that the Houston, East & West Texas Railroad Company was incorporated under the laws of the State of Texas, and operated the Houston & Shreveport

Railroad Company's line from Shreveport to the State line. It was therefore

Ordered, That the said, The Houston & Shreveport Railroad Company, be and is hereby fined the sum of **Two Hundred and Fifty (\$250.00) Dollars**, to be paid to the Commission within twenty days from the date of this Order, and that the fine of **Two Hundred and Fifty (\$250.00) Dollars** imposed against the **Houston, East & West Texas Railroad Company**, by the Commission's Order No. 43, be, and is, hereby annulled.

By order of the Commission:

Dated Baton Rouge, La., April 26, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 64.

New Orleans Bureau of Freight and Transportation

vs.

Case No. 76.

The New Orleans Car Service Association.

In the Matter of Car Service Rules for the City of New Orleans.

The Commission decided to grant the prayer of Petitioners, and it was therefore,

Ordered, That the Car Service Rules, as submitted by the New Orleans Bureau of Freight & Transportation for the City of New Orleans be published as the Commission's Circular No. 7, and put into effect as soon as published.

This order was temporarily withdrawn for further investigation.

By order of the Commission:

Dated Baton Rouge, La., April 26, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 65.

To the Texas & Pacific Company:

At a General Session of the Railroad Commission of Louisiana, held at its office at Baton Rouge, La., April 25th, 1900, it was,

Ordered, That the said, The Texas & Pacific Railway Company, be and is hereby ordered to operate a chair car on each of its trains running on its main line between New Orleans and the State Line of Louisiana, within sixty days from the date of this order.

By order of the Commission:

Baton Rouge, La., April 26, 1900.

C. L. de FUENTES, Chairman.

R. N. SIMS.

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

Authorities Issued by the Commission.

AUTHORITIES ISSUED

No.	Name of Road.	Rate.	Commodity.	Issued.
1	V. S. & P. R. R.	5c. per 100 lbs.	Brick	April 17, 1899.
2	Sou. Pac. Co.		Live stock	April 24, 1899.
3	N. O. & N. E. R. R.	\$5.00 per car.	Lumber	April 24, 1899.
4	East La. R. R.		Merchandise	April 24, 1899.
4	East La. R. R.	6c per 100 lbs.	Lumber resin, turp.	April 24, 1899.
5	T. & P. Ry.	Return free.	Exhibits	April 24, 1899.
6	Sou. Pac. Co.			April 25, 1899.
7	Sou. Pac. Co.	18c. per 100 lbs.	Bags	April 25, 1899.
8	V. S. & P. R. R.	30c per 100 lbs.	Cotton factory products.	April 25, 1899.
9	Sou. Pac. Co.	\$3.75 per 1000.	Brick	May 1, 1899.
10	T. & P. Ry.	\$12.50 per car.	Lumber and staves.	May 13, 1899.
11	T. & P. Ry.	20c. per 100 lbs.	Bagging and ties.	May 2, 1899.
12	T. & P. Ry.	8c. per 100 lbs.	Roasted coffee, C.L.	May 4, 1899.
13	V. S. & P. R. R.	24c. per 100 lbs.	Slabs, C. L.	May 4, 1899.
14	Sou. Pac. Co.	\$10.00 per car.	Cinders	May 8, 1899.
15	Sou. Pac. Co.		Live stock	May 4, 1899.
16	V. S. & P. R. R.	15c. per 100 lbs.	Cow peas.	May 4, 1899.
17	Sou. Pac. Co.		Commodities	May 8, 1899.
18	Sou. Pac. Co.		Factory work.	May 8, 1899.
19	Tex. & Pac. Co.	5c. per 100 lbs.	Corn meal, C. L.	May 10, 1899.
20	Sou. Pac. Co.	60c. per ton	Coal	May 10, 1899.
21	Sou. Pac. Co.	84c. per 100 lbs.	Lumber & shingles.	May 10, 1899.
22	T. & P. R. R.	6c. per 100 lbs.	Merchandise	May 11, 1899.
23	T. & P. R. R.	9c per 100 lbs.	Logs, C. L.	May 17, 1899.
24	Sou. Pac. Co.		Commodities	May 21, 1899.
25	N. O. & N. E. R. R.	Same as from Shreveport	Classes & commod.	May 26, 1899.
26	T. & P. Co.	10c. per 100 lbs.	Bagging and ties.	May 27, 1899.
27	East La. R. R.		Commodities.	May 29, 1899.
28	T. & P. Ry.	19c. per 100 lbs.	Cotton seed hulls.	June 3, 1899.
29	T. & P. Ry.	1c. per ton per mile.	Railway equipment.	June 3, 1899.
30	V. S. & P. R. R.		Logs, C. L.	June 3, 1899.
31	Sou. Pac. Co.		Ice	June 5, 1899.
32	Sou. Pac. Co.	\$1.00 per ton	Coal	June 9, 1899.
33	N. O. & N. E. R. R.	Same as Shreveport.	Commodities	June 10, 1899.
34	East La. R. R.	20c. per 100 lbs.	Piano	June 17, 1899.
35	Sou. Pac. Co.	75c per 1000 lbs.	Brick	June 17, 1899.
36	Sou. Pac. Co.	15c. per 100 lbs.	Hay, C. L.	June 15, 1899.
37	Sou. Pac. Co.	10c. per 100 lbs.	Sewer pipe.	June 23, 1899.
*38	Steamers Lafourche and Chickasaw.	50c. per 100 lbs.	Low grade molasses	June 27, 1899.
*39	Sou. Pac. Co.	5c. per bbl.	Empty molasses bls.	June 28, 1899.
40	Sou. Pac. Co.		Merchandise	June 29, 1899.
41	St. L. Swn. Ry.	124c. per 100 lbs., C. L.	Grain	June 29, 1899.
42	Sou. Pac. Co.	\$1.25 to \$2.20 per	Brick	June 29, 1899.
43	Sou. Pac. Co.		Mixed carloads mdse	June 30, 1899.
44	Sou. Pac. Co.	\$1.50 per 1000.	Brick	June 30, 1899.
45	S. & R. R. V. R. R.		Commodities	July 8, 1899.
46	Red River Line (Steamboat)		Commodities	July 8, 1899.
47	T. & P. Ry.	50c to \$1.25.	Sugar cane.	July 8, 1899.
*48	T. & P. Ry.	5c per bbl.	Empty molasses bls	July 8, 1899.
49	Sou. Pac. Co.	15c. C. L., 20c. L. C. L.	Canned shrimps and oysters.	July 8, 1899.

*Cancelled.

BY THE COMMISSION.

Expires.	From.	To.	Remarks
	Gibbsland.....	Monroe.....	
	Points on line.....	Points on line.....	
	New Orleans.....	Pearl River.....	
	New Orleans.....	Stations on East La R. R.	
	New Orleans.....	Slidell.....	
	Points on line.....	New Orleans.....	Exhibits for
	St. Bil and.....	Lafayette, Ind.....	N. O. Expo-
	New Orleans.....	Salt Mines.....	sition.
	Shreveport, Monroe.....	Intermediate station.....	
	New Orleans.....	Points beyond Thibodaux	
	Plaquemine and White Castle.	Donaldsonville, McCa l..	
	New Orleans.....	Shreveport.....	
	New Orleans.....	Shreveport.....	
	Allen & Curry's Mill.....	Shreveport.....	
Shipment	New Iberia.....	Abbeville.....	Emergency.
	Points on line.....	Points on line.....	
	Ruston and Arcadia.....	Girard and East.....	
	Lake Charles.....	Local points.....	
	Jeanerette.....	Local points.....	
	Shreveport.....	Alexandria.....	
	Thibodaux.....	Schriever.....	
	Lecompte.....	Jennings.....	
Shipment	New Orleans.....	Palmetto.....	One car.
	Lena and Quarry.....	New Orleans.....	
	West Lake.....	Local points.....	
	New Orleans.....	Points on N. O. & N. W. R. R.	
	New Orleans.....	Shreveport.....	
	New Orleans.....	Points on line.....	To meet
	Monroe.....	New Orleans and Gretna.	schooner
	Indian Village.....	Grass Tile.....	competition
	Stations on V. S. & P.....	Fords.....	
	New Orleans.....	Bob Acres.....	
	Monroe.....	Stations on N. O. & N W	
	New Orleans.....	Points on line.....	
	Washington.....	Opelousas.....	
	Willow Glenn.....	Oak and Plantation.....	
July 8, 1899..	New Orleans.....	Crow cy.....	
Oct. 1, 1899..	New Orleans.....	Lafourche.....	
Oct. 1, 1899..	Points on line.....	New Orleans.....	
	New Iberia.....	Local points.....	
	Shreveport.....	Sibley.....	
	Crowley.....	Local points.....	
	New Orleans.....	Local points.....	
	Crowley.....	Gueydon.....	
	Shreveport.....	Louella.....	
	Shreveport.....	Red River point.....	
	Points on line.....	Points on line.....	
Oct. 1, 1899..	New Orleans.....	Port Allen & points south	
	Houma.....	New Orleans.....	

AUTHORITIES ISSUED

No	Name of Road.	Rate.	Commodity.	Issued.
*50	Sou. Pac. Co.	10c. C. L., 19c. L. C. L. per 100 lbs.	Boxes, k d.	July 8, 1899..
51	Sou Pac Co.	12½ per 100 lbs.	Empty tin cans.	July 8, 1899..
52	T. & P. Ry.	\$1.75 per cord	Wood	July 10, 1899.
53	Steamers Lafourche and Chickasaw ....	.....	Classes and commodities	July 10, 1899.
54	S. & R. R. V. Ry.	52c. and 57c. per 100 lbs	Cotton gin appli- cances	July 19, 1899.
55	V. S. & P. R. R.	1½c. per 100 lbs.	Logs, C. L.	July 19, 1899.
56	St. L. Swn. Ry.	5c per 100 lbs.	Classes A, B, C, D & E	July 22, 1899.
57	T. & P. Ry.	Classification, Ex. 1, Rate ruling.	92-H F	July 22, 1899.
58	V. S. & P. R. R.	Same as meat in boxes..	Meat in sacks.	July 22, 1899.
59	K. C. P. & G. R. R.	Mileage.	Brick, C L.	July 22, 1899.
60	S. & R. R. V. Ry.	20c., 30c. and 45c. per 100 lbs.	Domestics.	July 25, 1899.
61	S. & R. R. V. Ry.	25c per 100 lbs.	Ice, L. C. L.	July 25, 1899.
62	Sou. Pac. Co.	\$1.50 flat, \$1 compressed.	Cotton, per bale.	July 26, 1899..
63	Sou. Pac. Co.	Mileage	Brick.	July 26, 1899.
*64	T. & P. Ry.	9c. per 100 lbs.	Logs	July 27, 1899.
65	Avoyelles Ry.	5 miles, 10c.; under 10, 15c.; under 20, 25c.	Ice	July 31, 1899.
66	S. & R. R. V. R. R.	Mileage	Classes and commodities	July 31, 1899.
67	T. & P. Ry.	9c. per 100 lbs.	Lumber for export..	Aug. 4, 1899..
*68	I. C. R. R. & Y. & M. V. R. R.	\$10 per car.	Watermelons.	Aug. 4, 1899..
69	Sou. Pac. Co.	\$4 per 1000.	Brick.	Aug. 4, 1899..
*70	F. & P. Ry.	10c. per 100 lbs.	Low grade molasses	Aug. 5, 1899..
71	N. O. & N. E. R. R.	7c. per 100 lbs.	Bagging and ties.	Aug. 8, 1899..
72	T. & P. Ry.	Sup. 1 to 7.	Western classifica- tion.	Aug. 10, 1899.
73	T. & P. Ry.	Returned free.	Exhibits for fair ..	Aug. 10, 1899.
74	T. & P. Ry.	30c. per bbl.	Flour.	Aug. 10, 1899.
75	A. L. & S. R. R.	\$7.50 per car.	Native hay.	Aug. 10, 1899.
76	F. & P. Ry.	\$1.10 per ton.	Coal, 5 cars.	Aug. 10, 1899.
77	T. & P. Ry.	Sup. 8 to rate ruling 92 H	Hay and straw.	Aug. 12, 1899.
78	Sou. Pac. Co.	Corrections in tariff.	Ruling, 92-H.	Aug. 14, 1899.
79	T. & P. Ry.	Sup. 4 to classification..	Salt, C. L.	Aug. 15, 1899.
80	Sou. Pac. Co.	12½c. per 100 lbs.	Hay and straw.	Aug. 17, 1899..
81	Sou. Pac. Co. ....	.....	Coal.	Aug. 22, 1899.
82	T. & P. Ry. ....	.....	Machinery, 3 cars.	Aug. 22, 1899.
83	T. & P. Ry.	Sup. 5 to classification..	Ruling, 92-H.	Aug. 30, 1899..
84	T. & P. Ry.	40c. per 100 lbs.	Wool.	Aug. 30, 1899..
85	F. & P. Ry.	12½c. per 100 lbs.	Junk.	Aug. 30, 1899..
86	T. & P. Ry.	75c per ton.	Coal, one car.	Aug. 22, 1899..
87	T. & P. Ry. ....	.....	Wood.	Aug. 30, 1899..
88	Sou. Pac. Co. ....	.....	Seed cotton.	Aug 31, 1899..
89	Sou. Pac. Co. ....	.....	Rice.	Sept. 2, 1899..
90	Sou. Pac. Co. ....	.....	5 cars cotton ties..	Sept 2, 1899..
91	K. C. P. & G. R. R.	10c. per 100 lbs.	Cotton, flat.	Sept 4, 1899..
92	S. & R. R. V. Ry. ....	.....	Cotton.	Sept. 4, 1899..
93	N. O. & Nwu. Ry.	\$1.25 per bale. ....	.....	.....

*Cancelled.

† Increase. Authorized in error. Canceled by No. 118.

BY THE COMMISSION.

Expires.	From.	To.	Remarks.
.....	New Orleans.....	Houma.....	
.....	New Orleans.....	Houma.....	
Sept. 30, 1899.	Points on Avoyelles Ry.....	New Orleans.....	
.....	New Orleans.....	Lafourche points.....	
.....	Amite.....	Coushatta and St. Maurice...	
.....	From 16 miles and under.....		
.....	Shreveport.....	Banceville and Brownlee.....	
.....	Points on line.....	Points on line.....	
.....	Points on line.....	Points on line.....	
.....	Points on line.....	Points on line.....	
.....	Shreveport.....	Hunter, Des Aces, St. Maurice	
.....	Shreveport.....	Loggy Bayou and St. Maurice	
.....	Lafayette.....	New Orleans.....	
.....	Points on line.....	Points on line.....	
Sept. 30, 1899	Derry.....	New Orleans.....	
.....			
.....	Five Miles.....	Seventy miles.....	
Sept. 1, 1899.	Victoria Mills.....	Westwego.....	
Sept. 1, 1899.	Kenner and south.....	New Orleans.....	
.....	New Orleans.....	Bayou Lafourche Point.....	
.....	Alexandria and Cheneyville	New Orleans.....	
.....	New Orleans.....	Stations on East La. R. R....	
.....	Points on line.....	Points on line.....	
.....	Alexandria.....	Points on line.....	
.....	Alexandria.....	Mellville.....	
.....	Points on line.....	Points on line.....	
.....	Plaquemine.....	Gross Tete.....	
.....	Points on line.....	Points on line.....	
.....	Points on La. W. R. R.....	Points on Alex. branch.....	
.....	Points on line.....	Points on line.....	
.....	Salt mines.....	Lake Charles and Westlake..	
.....	Points on La. W. R. R.....	Points on Alex. branch.....	
.....	Points on line.....	Points on line.....	
Shipment.....	Plaquemine.....	Wiley plantation.....	
.....	Points on line.....	Points on line.....	
.....	Points on line.....	Points on line.....	
Shipment.....	Shreveport.....	New Orleans.....	
Shipment.....	St. Louis plantation.....	Angusta plantation.....	
.....	Points on line.....	New Orleans.....	
.....	Arnaudville to St. Martinville.	St. Martinsville.....	
.....	Points on line.....	New Iberia.....	
Shipment.....	Shreveport.....	New Orleans.....	
.....	Points on line.....	Shreveport.....	
.....	Bastrop, Oakridge.....	Monroe.....	

AUTHORITIES ISSUED

No.	Name of Road	Rate.	Commodity.	Issued.
94	T. & P. Ry	Returned free	Exhibits for fair....	Sept. 4, 1899..
95	Sou. Pac. Co.....	\$2.50 per bale.....	Scrap iron.....	Sept 4, 1899..
96	Miss. Packet Co....	.....	Classes and com- modities	Sept. 6, 1899..
97	Red River Line .....	.....	Cotton and cotton seed	Sept. 6, 1899..
98	T. & P. Ry.....	35c. per 100.....	Wood	Sept 6, 1899..
99	Sou. Pac. Co.....	\$1.50 per ton. C. L.....	Cotton seed meal....	Sept. 7, 1899..
100	Sou. Pac. Co.....	.....	Cotton seed & meal	Sept. 7 1899..
101	Sou. Pac. Co.....	Same as compressed rate	Round bale cotton..	Sept 8, 1899..
102	T. & P. Ry.....	.....	Logs	Sept 9, 1899..
103	T. & P. Ry.....	12½c. per 100 lbs.....	Junk	Sept 9, 1899..
104	Mo. Pac. Ry.....	.....	Cotton	Sept 11, 1899.
105	Mo. Pac. Ry.....	35c. per 100.....	Cotton	Sept. 12, 1899.
106	Sou. Pac. Co.....	\$7 50 per car.....	Six cars coal.....	Sept. 12, 1899.
107	T. & P. Ry.....	one-half regular rate...	9 bales Asnaberg...	Sept. 13, 1899.
108	N. O. & N. E. R. R.	\$14 00 per car	Mineral water.....	Sept 13, 1899.
109	St. L. Swn Ry.....	4c per 100 lbs, \$7 per car	Old rails and lumber	Sept. 14, 1899.
110	Sou. Pac. Co.....	5c per 100 lbs.....	Rice straw	Sept. 14, 1899.
111	S. & R. R. V. Ry.....	.....	Cotton seed.....	Sept. 14, 1899.
112	S. & R. R. V. Ry.....	Amendment.....	Cotton seed tariff..	Sept. 20, 1899.
113	L. & A. R. R.....	35c per bale.....	Cotton, flat.....	Sept. 21, 1899.
114	Sou. Pac. Co.....	75c. per 1000.....	Brick	Sept. 21, 1899.
115	Sou. Pac. Co.....	12½c. and 15c. per 100 lbs.	Corn, ear, & shelled	Sept. 21, 1899.
116	T. & P. Ry.....	\$2.05 per bale.....	Compressed cotton	Sept. 21, 1899.
117	Sou. Pac. Co.....	\$1.00 per ton.....	Scrap iron.....	Sept 21, 1899.
118	N. O. & N. W. R. R.	\$1 00 per bale.....	Cotton, flat.....	Sept. 22, 1899.
119	K. C. P. & G. R. R.	.....	Commodities.....	Sept. 22, 1899.
120	V. S. & P. R. R.....	\$3.00 per car.....	Logs reshipped....	Sept. 22, 1899.
121	Sou. Pac. Co.....	\$1.80 per bale.....	Cotton	Sept. 22, 1899.
122	T. & P. Ry	15c. per 100.....	Lumber and house trimmings.....	Sept 22, 1899.
123	T. & P. Ry.....	Sup. 6 to classification..	Ruling 92-H.....	Sept 22, 1899.
124	T. & P. Ry.....	Sup. 7 to classification..	Ruling 92-H.....	Sept. 22, 1899.
125	T. & P. Ry.....	.....	Cotton	Sept. 25, 1899.
126	T. & P. Ry.....	50c. per bale.....	Cotton	Sept. 25, 1899.
127	Sou. Pac. Co.....	5c. per bbl.....	Empty molasses bbls	Sept. 26, 1899.
128	T. & P. Ry.....	Sup 8 to classification..	Ruling 92-H.....	Sept 26, 1899.
129	Miss. Packet Co....	.....	Classes and com- modities	Sept. 27, 1899.
130	Red River Line.....	.....	Cotton	Sept. 27, 1899.
131	Sou. Pac. Co.....	\$1 00 per bbl.....	Low grade molasses	Sept. 27, 1899.
132	Sou. Pac. Co.....	.....	Commodities.....	Sept 28, 1899.
133	L. & A. Ry.....	25c. per bale.....	Uncompressed cot- ton	Sept. 28, 1899.
134	T. & P. Ry	Return free.....	Exhibits for fair...	Oct. 2, 1899..
135	N. O. & Nwn. Ry...	\$1 00 per bale.....	Cotton	Oct. 2, 1899..
136	Sou. Pac. Co.....	.....	Commodities	Oct. 2, 1899..
137	Mo. Pac. Ry.....	One-half fourth class..	Empty egg cases...	Oct 2, 1899..
*138	Av. Ry.....	Drayage rate.....	Cotton	Oct. 2, 1899..
139	Sou. Pac. Co.....	.....	Cotton	Oct. 3, 1899..
140	T. & P. Ry	10c. per 100 lbs.....	Cotton seed meal...	Oct. 6, 1899..
141	N. O. & N. E. R. R.	\$8.60 for shipment.....	3 horses, 1 cow, 1 carriage	Oct. 7, 1899..

*Cancelled.

BY THE COMMISSION.

Expires	From.	To.	Remarks.
.....	Points on line.....	Baton Rouge.....	
.....	Lafayette.....	Lake Charles.....	
.....	New Orleans.....	Lafourche points.....	
Shipment	Points on line.....	Points on line.....	
.....	Lake Charles.....	New Orleans.....	
.....	Lafayette.....	Lake Charles.....	
.....	Points on line.....	Points on line.....	
.....	Points taking com. rate.....	New Orleans.....	
.....	Points on line.....	Sawmill points.....	
.....	Shreveport.....	New Orleans.....	
.....	Points on line.....	New Orleans.....	
.....	McLain's and south.....	New Orleans.....	
Shipment	Estherwood.....	Crowley.....	
Shipment	Shreveport.....	Alexandria.....	
.....	Abita Springs.....	New Orleans.....	
Shipment	Arkana.....	Shreveport.....	
.....	Avondale.....	New Orleans.....	
.....	Points on line.....	Shreveport.....	
.....	Points on line.....	Shreveport.....	
.....	Points south of Sibley.....	Minden.....	
.....	Opelousas.....	Washington.....	
.....	Eola.....	New Orleans.....	
.....	Morrow's.....	New Orleans.....	
.....	St Peter's.....	Cheneyville.....	
.....	Bakridge and Bastrop.....	Monroe.....	
.....	New Orleans.....	Shreveport.....	
.....	From V. S. & P points.....	Cheniere.....	
.....	Points on K. C. W. G.....	Lafayette.....	
.....	White Castle.....	Natchitoches.....	
.....	Points on line.....	Points on line.....	
.....	Points on line.....	Points on line.....	
.....	Points on line.....	Shreveport.....	
.....	Keithsville.....	New Orleans.....	
.....	New Orleans.....	Stations on M. L. & T.....	
.....	Points on line.....	Points on line.....	
.....	New Orleans.....	New Hope.....	
.....	Points on Red River.....	New Orleans.....	
.....	Eola.....	New Orleans.....	
.....	Points on line.....	Points on line.....	
.....	Points on line.....	Minden.....	
.....	Baton Rouge.....	Points on line.....	
.....	Bastrop and Oakridge.....	Monroe.....	
.....	Point on line.....	Points on line.....	
.....	New Orleans.....	Monroe.....	
.....	Points on line.....	Points on line.....	
.....	Points on line.....	Lafayette, Opelousas and N.O.....	
.....	Alexandria.....	Westwego.....	
.....	Covington.....	New Orleans.....	

AUTHORITIES ISSUED

No.	Name of Road.	Rate.	Commodity.	Issued.
142	T. & P. Ry.....	Sup 9, to classification.	Ruling 92-H.....	Oct. 7, 1899...
143	Sou. Pac. Co.....	\$3.00 per ton.....	Cotton seed.....	Oct. 7, 1899...
144	Sou. Pac. Co.....	\$1.75 and \$2.00 per ton.	Coal.....	Oct. 11, 1899...
145	T. & P. Ry.....	3c per 100 lbs.....	Sugar house supplies.	Oct. 11, 1899...
146	Sou. Pac. Co.....	5c. per 100 lbs.....	Green Cypress.....	Oct. 11, 1899...
147	T. & P. Ry.....	3c. per 100 lbs.....	Sugar house supplies.	Oct. 13, 1899...
148	T. & P. Ry.....	.....	Cotton.....	Oct. 13, 1899...
149	T. & P. Ry.....	.....	Cotton.....	Oct. 14, 1899...
150	Y. & M. V. R. R.	(See Order No. 18).....	Cotton and cotton seed	Oct. 16, 1899...
151	T. & P. Ry.....	Cancelled by 160.....	Moss.....	Oct. 18, 1899...
152	K. C. W. & G. Ry	.....	Commodities.....	Oct. 18, 1899...
153	V. S. & P. R. R.	(See Order No. 27).....	Cotton seed.....	Oct. 18, 1899...
154	Sou. Pac. Co.....	20c. per mile.....	Telegraph cars.....	Oct. 23, 1899...
155	T. & P. Ry.....	Cancelled by No. 163....	Lumber.....	Oct. 23, 1899...
156	T. & P. Ry.....	Sup 10 to classification	Ruling 92-H.....	Oct. 23, 1899...
157	Sou. Pac. Co.....	5c. per 100 lbs.....	Cross ties.....	Oct. 23, 1899...
158	V. S. & P. R. R.	Same as from N. Orleans	Classes & commodities	Oct. 23, 1899...
159	V. S. & P. R. R.	\$1.25 per bale.....	Cotton, flat.....	Oct. 23, 1899...
160	T. & P. Ry.....	Sup 11, to classification	Ruling 92-H.....	Oct. 23, 1899...
161	T. & P. Ry.....	Amends No. 151 to read	"Per bale".....	Oct. 23, 1899...
162	Miss. Packet Co....	.....	Classes & commodities	Oct. 25, 1899...
163	T. & P. Ry.....	.....	Wood.....	Oct. 25, 1899...
164	T. & P. Ry.....	Class A.....	Decorticated cotton seed.....	Oct. 25, 1899...
165	T. & P. Ry.....	10c. per 100 lbs.....	Cotton seed cake.....	Oct. 26, 1899...
166	K. C. W. & G. Ry	Old rate. Nos. furnished	Classes & commodities	Oct. 26, 1899...
167	K. C. W. & G. Ry.	Old rate. Nos. furnished	Classes & commodities	Oct. 26, 1899...
168	K. C. W. & G. Ry.	Old rate. Nos. furnished	Classes & commodities	Oct. 26, 1899...
169	K. C. W. & G. Ry.	Old rate. Nos. furnished	Classes & commodities	Oct. 26, 1899...
170	K. C. W. & G. Ry.	Old rate. Nos. furnished	Classes & commodities	Oct. 26, 1899...
171	K. C. W. & G. Ry.	Old rate. Nos. furnished	Cotton.....	Oct. 26, 1899...
172	K. C. W. & G. Ry.	Old rate. Nos. furnished	Forest products.....	Oct. 26, 1899...
173	K. C. W. & G. Ry.	Old rate. Nos. furnished	Commodities.....	Oct. 26, 1899...
174	K. C. W. & G. Ry.	22c. C. L., 30c. L. C. L.	Rice, cleaned.....	Oct. 26, 1899...
175	Sou. Pac. Co.....	One half regular rate...	3 cars rice.....	Oct. 27, 1899...
176	V. S. & P. R. R.	2c. per 100 lbs.....	Logs, C. L.....	Oct. 27, 1899...
177	S. P. Co.....	20c per 100 lbs.....	Machinery.....	Oct. 2, 1899...
178	T. & P. Ry.....	1c. per ton per mile...	6 cars rails.....	Oct. 30, 1899...
179	S. P. Co.....	.....	Sugar cane.....	Oct. 31, 1899...
180	T. & P. Ry.....	Sup. 12 to classification	Ruling 92-H.....	Oct. 31, 1899...
181	T. & P. Ry.....	Same as compressed...	Round bale cotton...	Nov. 4, 1899...
182	T. & P. Ry.....	6c. per 100 lbs.....	Lumber for export...	Nov. 4, 1899...
183	S. P. Co.....	10c. per 100 lbs.....	Soap, common.....	Nov. 4, 1899...
184	K. C. P. & G. R. R.	Class "A".....	Cotton seed.....	Nov. 6, 1899...
185	K. C. P. & G. R. R.	56c. per ton.....	Crushed rock.....	Nov. 6, 1899...
186	Miss. Packet Co....	Various.....	Commodities.....	Nov. 6, 1899...
187	S. P. Co.....	Various.....	Rice.....	Nov. 7, 1899...
188	T. & P. Ry.....	Sup. 14 to classification	Ruling 92-H.....	Nov. 9, 1899...
189	L. & A. Ry.....	Various.....	Commodities.....	Nov. 11, 1899...
190	K. C. W. & G. Ry.	\$2.20 per ton.....	Fertilizers.....	Nov. 13, 1899...
191	Sou. Pac. Co.....	15c. per 100.....	Rice.....	Nov. 13, 1899...
192	Queen & Crescent Route.....	50c. per case, 25c. per case.....	Meat.....	Nov. 15, 1899...

BY THE COMMISSION.

Expires.	From.	To.	Remarks.
.....	Points on line.....	Points on line.....	
.....	Points on I. & V. R. R.....	New Orleans.....	
.....	New Orleans.....	Points on L. W. R. R.....	
.....	New Orleans.....	Amesville.....	
.....	Bowie and points east.....	New Orleans.....	
.....	New Orleans.....	Amesville.....	
.....	Points on line.....	Shreveport.....	
.....	Points on line.....	Shreveport.....	
.....	Points on line.....	New Orleans.....	
.....	Points on line.....	Pt. Allen and Paton Rouge..	
.....	Alexandria.....	Lake Charles.....	
.....	Points on line.....	Points on line.....	
.....	Points on line.....	Points on line.....	
.....	Points on line.....	New Orleans.....	
.....	Points on line.....	Points on line.....	
.....	Patterson and int pts.....	New Orleans.....	
.....	Shreveport.....	Points on A. C. A. & N.....	
.....	Points on I. & N. W.....	Arcadia.....	
.....	Points on line.....	Points on line.....	
.....	Points on line.....	Points on line.....	
.....	New Hope.....	Bayou Sara.....	
.....	Points on line.....	Points on line.....	
.....	Shreveport.....	New Orleans.....	
.....	Alexandria.....	Westwego.....	
.....	Points on line.....	Points on line.....	
.....	Alexandria and Lake Charles.....	Points on line.....	
.....	Shreveport.....	Pts. on line and Lake Charles	
.....	Monroe.....	Points on line.....	
.....	New Orleans.....	Pts. on line and Lake Charles	
.....	Points on line.....	New Orleans and Alexandria..	
.....	Points on line.....	Points on line.....	
.....	Points on line.....	Points on line.....	
.....	Lake Charles.....	Monroe.....	
.....	Gibson.....	New Orleans.....	
.....	Points on L. & N. W. R. R.....	Gibbsland and Shreveport....	
.....	New Orleans.....	Chloe.....	
.....	Plaquemine.....	Wilbert's Spur.....	
.....	Cypremont Branch.....	Points on line.....	
.....	Points on line.....	Points on line.....	
.....	Points on line.....	Points on line.....	
.....	Alexandria.....	Beney.....	
.....	New Iberia.....	Points on line.....	
.....	Shreveport.....	New Orleans.....	
.....	Christie.....	Westlake.....	
.....	Points on Miss. River.....	Points on Miss. River.....	
.....	Points on line.....	Esterwood.....	
.....	Points on line.....	Points on line.....	
.....	Points on line.....	Points on line.....	
.....	New Orleans.....	Points on line.....	
.....	Monroe and points south.....	New Orleans.....	
.....	New Orleans.....	Points on East La. R. R.....	

AUTHORITIES ISSUED

No	Name of Road.	Rate.	Commodity.	Issued.
193	S. P. Co.	\$2.50 per ton	Scrap Iron	Nov. 15, 1899.
194	T. & P. Ry.	Sup. 13 to classification.	Ruling 92-H.	Nov. 15, 1899.
195	N. O. & Nwn Ry.	\$2.00 per ton	Cotton seed	Nov. 16, 1899.
196	T. & P. Ry.	Sup. 15 to classification.	Ruling 92-H.	Nov. 16, 1899.
197	V. S. & P. R. R.	50c. per bale	Cotton	Nov. 16, 1899.
198	S & R R. V. Ry.	80, 70, 60, 50 cts.	1st 2d, 3d and 4th classes	Nov. 17, 1899.
199	S. P. Co.	various	Grain, packing house products	Nov 17, 1899.
200	S. P. Co.	75cts. per bbl	Molasses	Nov. 17, 1899.
201	T. & P. Co.	$\frac{1}{2}$ regular rate	Iron safe, old.	Nov. 18, 1899.
202	S. P. Co.	Various	Rice	Nov. 21, 1899.
203	L. & A. R. R.	11c. per bale	Stave bolts	Nov. 21, 1899.
204	S. P. Co.	Same as in bbls	Sugar in sacks	Nov. 21, 1899.
205	S. P. Co.	\$1.15 per bale	Cotton, compressed at Opelousas	Nov. 24, 1899.
206	S. & R R V. Ry.	75c. per bale	Cotton, flat	Nov 27, 1899.
207	S. P. Co.	14c. U. L., 22c. L. C. L.	Soap	Nov. 28, 1899.
208	T. & P. Ry.	Sup. 16 to classification	Ruling 92-H.	Nov. 28, 1899.
209	T. & P. Ry.	$\frac{1}{2}$ regular rate	Machinery	Nov. 28, 1899.
210	S. P. Co.	\$2.20 per ton	Fertilizer	Dec. 1, 1899.
211	S. P. Co.	50c. per bbl	Molasses, low grade	Dec. 1, 1899.
212	T. & P. Ry.	9c. per 100 lbs.	Staves, C. L.	Dec. 1, 1899.
213	Mo. Pac. Ry.	Various	Cotton seed meal	Dec. 1, 1899.
214	N. O. & N. E. R. R.	Various	Classes & commodities	Dec. 1, 1899.
215	S. P. Co.	5c. per 100 lbs.	Rice	Dec. 1, 1899.
216	T. & P. Ry.	Sup. 17 to classification	Ruling 92-H.	Dec. 6, 1899.
217	S. P. Co.	\$2.20 per ton	Fertilizer	Dec. 6, 1899.
218	S. P. Co.	Various	Packing house products	Dec. 6, 1899.
219	S. P. Co.	15c. per 100 lbs.	Cotton seed C. L.	Dec. 6, 1899.
220	T. & P. Ry.	Same as on meal	Cotton seed hulls	Dec. 11, 1899.
221	T. & P. Ry.	$\frac{1}{2}$ regular rate	Machinery	Dec. 11, 1899.
222	S. P. Co.	15c. per 100	Rice bran	Dec. 11, 1899.
223	T. & P. Ry.	Sup. 15 to classification	Ruling 92 H.	Dec. 11, 1899.
224	S. P. Co.	15c. per 100 lbs.	Seed cotton	Dec. 11, 1899.
225	Y. & M. V. R. R.	4 cts. per 100 lbs.	Staves, C. L.	Dec. 11, 1899.
226	K. C. W. & G. Ry.	10c. per 100 lbs.	Lumber, C. L.	Dec. 11, 1899.
227	Mo. Pac. Ry.	Various	Wood	Dec. 11, 1899.
228	N. O. & N. E. R. R.	Various	Apples, rosin and turpentine	Dec. 11, 1899.
229	V. S. & P. R. R.	5c. per 100 lbs.	Cotton seed, C. L.	Dec. 11, 1899.
230	T. & P. Ry Co	15c. per 100 lbs.	Corn	Dec. 14, 1899.
*231	V. S. & P. Ry.	5c. per 100 lbs., proportional	Cotton seed	Dec. 14, 1899.
*232	K. C. W. & G. Ry.	15c. per 100 lbs.	Sugar	Dec. 14, 1899.
233	S. P. Co.	20c. L. C. L., 12 $\frac{1}{2}$ c. C. L.	Abita Springs water	Dec. 14, 1899.
234	Mo. Pac. Ry.	$\frac{1}{2}$ regular rate	Machinery	Dec. 14, 1899.
235	S. P. Co.	Various	Rice	Dec. 14, 1899.
236	S. P. Co.	Various	Classes & commodities	Dec. 21, 1899.
236	Mi-s. Packet Co.	Various	Classes & commodities	Dec. 21, 1899.

* Cancelled.

† Issued temporarily, pending adjustment of suit filed against Commission.

BY THE COMMISSION.

Expires.	From.	To.	Remarks.
.....	Points on line.....	New Orleans.....	
.....	Points on line.....	Points on line.....	
.....	Oakridge.....	Monroe.....	
.....	Points on line.....	Points on line.....	
.....	Girard and Rayville.....	Monroe.....	
.....	Coushatta.....	Alexandria.....	
.....	Crowley.....	Points on line.....	
.....	Honolulu Plant.....	New Orleans.....	
.....	Plaquemine.....	Monroe.....	
.....	Points on line.....	Points on line.....	
.....	Points on line.....	Shreveport.....	
.....	Points on line.....	New Orleans.....	
.....	Points on Alex. branch.....	New Orleans.....	
.....	Points on line.....	New Orleans.....	
.....	St. Martinsville.....	Orneaudville.....	
.....	Points on line.....	Points on line.....	
.....	New Orleans.....	Monroe.....	
.....	New Orleans.....	Lake Charles.....	
.....	Bayou Lafourche points.....	New Orleans.....	
.....	Grand Cane.....	New Orleans and Westwego.....	
.....	Alexandria.....	Points on line.....	
.....	New Orleans.....	Landings on Red River.....	
.....	Crowley.....	Estenwood.....	
.....	Points on line.....	Points on line.....	
.....	New Orleans.....	Westlake.....	
.....	Thibodaux.....	Points on line.....	
.....	Morgan City.....	Washington.....	
.....	Points on line.....	Points on line.....	
.....	New Orleans.....	Grand Cane.....	
.....	La. Western Mills.....	Thibodaux.....	
.....	Points on line.....	Points on line.....	
.....	Morgan City.....	Washington.....	
.....	Baton Rouge.....	New Orleans.....	
.....	Lake Charles.....	Points on T. & P.....	
.....	Points on line.....	Monroe.....	
.....	New Orleans.....	Pearl River.....	
.....	Monroe.....	Shreveport.....	
.....	Alexandria, etc.....	New Orleans.....	
.....	Monroe.....	Shreveport.....	
.....	New Orleans.....	Lake Charles.....	Canceled
.....	New Orleans.....	Crowley.....	
.....	Monroe.....	Grand Cane.....	
.....	Jennings.....	Local points.....	
.....	New Orleans.....	Bayou Lafourche pts.....	
.....	New Orleans.....	Bayou Lafourche pts.....	

AUTHORITIES ISSUED

No.	Name of road.	Rate.	Commodity.	Issued.
236	Strs. Lafourche and Chickasaw.	Various	Classes & commodities	Dec. 21, 1899
236	T. & P. Ry.....	Various	Classes & commodities	Dec. 21, 1899
237	T. & P. Ry.....	Sup 19 to classification.	Ruling 92-H.....	Dec. 23, 1899
238	L. & R. Flatboat line	Various	Commodities.	Dec. 25, 1899
239	T. & P. Ry.....	Various	Cotton	Dec. 27, 1899
240	T. & P. Ry.....	Various	Commodities.....	Dec. 27, 1899
241	T. & P. Ry.....	7½c. per 100 lbs.....	Cotton seed meal.....	Dec. 29, 1899
242	Wells, Fargo & Co Ex.	Various ..	Express matter.....	Dec. 29, 1899
243	Wells, Fargo & Co Ex.	Various	Commodities	Dec. 29, 1899
244	A. & L. S. Ry....	Various	Classes & commodities	Dec. 30, 1899
245	V. S. & P. R. R....	2½c per 100 lbs.....	Flour.....	ec 31, 1899
246	S. & R. R. V. Ry....	\$12.50 per car.....	Piling	Jan. 2, 1900
247	S. P. Co.....	Various	Commodities	Jan. 3, 1900
247	Miss. Packet Co....	Various	Commodities	Jan. 3, 1900
247	Strs. Lafourche and Chickasaw	Various	Commodities	Jan. 3, 1900
247	T. & P. Ry.....	Various	Commodities	Jan. 3, 1900
248	K. C. W. & G. Ry....	\$16.00 per car	Wood, cord.....	Jan. 5, 1900
†249	S. P. Co.....	Various	Salt.....	Jan. 5, 1900
250	V. S. & P. R. R....	Various	Spoke timber.....	Jan. 5, 1900
251	S. P. Co.....	Old rate restored.	Sugar	Jan. 9, 1900
252	† L. I. M. & S. Ry.	Refund of overcharge.	Rice, rough.....	Jan. 9, 1900
253	K. C. P. & G. Ry....	Various	Scrap iron	Jan. 11, 1900
254	S. P. Co.....	7½c per 100 lbs.....	Rice, rough	Jan. 11, 1900
255	T. & P. Ry.....	\$10.00 per car.....	Slab wood	Jan. 11, 1900
†256	St. L. Swn. Ry....	10c per 100 lbs.....	Dry goods, mixed C.L.	Jan. 12, 1900
257	T. & P. Ry.....	5c per 100 lbs.....	Lumber, etc.....	Jan. 12, 1900
258	T. & P. Ry.....	8½c per 100 lbs.....	Cotton seed.....	Jan. 12, 1900
*259	S. P. Co.....	Various	Rice	Jan. 16, 1900
260	Y. & M. V. R. R....	5c. per 100 lbs.....	Staves and lumber...	Jan. 16, 1900
261	N. O. & Nwn. Ry.	Various	Logs, C L	Jan. 16, 1900
262	S. P. Co.....	\$2.50 per ton.....	Scrap Iron	Jan. 17, 1900
263	V. S. & P. R. R....	\$1.50 per ton.....	Fertilizer	Jan. 1, 1900
264	V. S. & P. R. R....	Various	Classes & commodities	Jan. 17, 1900
265	T. & P. Ry.....	\$1.75 per cord.....	Wood	Jan. 17, 1900
266	T. & P. Ry.....	Western Classification, No 30.....	.....	Jan. 17, 1900
267	S. P. Co.....	50c. per bbl.....	Molasses	Jan. 22, 1900
268	L. & A. R. R.....	Various	Construction material	Jan. 22, 1900
269	Mo. Pac. Ry.....	2c and 5c. respectively	Cotton seed, C L.....	Jan. 22, 1900
270	T. & P. Ry.....	Amendment to 236 & 247	Classes & commodities	Jan. 22, 1900
271	S. P. Co.....	10c per 100 lbs.....	Stoves, C. L.....	Jan. 22, 1900
272	T. & P. Ry.....	Amendment: L.T. 4848 H	Lumber	Jan. 25, 1900
273	T. & P. Ry.....	Sups. 1, 2 and 3, Western classification No. 30..	.....	Jan. 25, 1900
†274	T. & P. Ry.....	14c. per 100 lbs.....	Farm wagons.....	Jan. 25, 1900

† Increase.

† Cancelled.

*Issued temporarily, pending adjustment of suit filed against Commission.

BY THE COMMISSION.

Expires.	From.	To.	Remarks.
	New Orleans.....	Bayou Lafourche points.....	
	New Orleans	Bayou Lafourche Points.....	
	Points on line.....	Points on line.....	
	Points on Bayou Lafourche...	Points on Bayou Lafourche..	
	Points on New Roads Ex....	New Orleans.....	
	Points on New Roads Ex....	New Orleans.....	
May 31, 1900.	Points on line.....	Points on line.....	
	Shreveport.....	K. R. Val. points.....	
	Shreveport.....	Points on S & R. R. V. Ry...	
	Points on line	Points on line.....	
	Shreveport and Monroe...	Points on L. & Nwn. Ry	
Nov. 31, 1900.	Hunter and north.....	Shreveport	
	New Orleans	Bayou Lafourche points.....	
	New Orleans	Bayou Lafourche points.....	
	New Orleans.....	Bayou Lafourche points.....	
	New Orleans.....	Bayou Lafourche points.....	
	Points on line.....	Alexandria.....	
	Salt mines.....	Points in La.....	
	Points on line.....	Monroe	
	New Orleans	Lake Charles	
	Monroe and int. pts.....	New Orleans.....	
	Points on line.....	Points on line.....	
	Maignand's Spur.....	Mermentau.....	
	Grand Cane.....	Shreveport.....	
Shipment	Benton.....	Shreveport	
	Glynn, Chamberlain & Lobdell	New Orleans.....	
	Glynn, Chamberlain & Lobdell	Bunkie	
	Estherwood and New Iberia..	Points on line.....	
	Baton Rouge.....	New Orleans.....	
	Points on line.....	Clayton.....	
	Napoleonville branch pts....	New Orleans.....	
	Monroe	L & N. W. Stations.....	
	Shreveport.....	Choudrant.....	
Sept. 30, 1900.	Points on Av. Ry.....	New Orleans.....	
	Points on line.....	Points on line.....	
	Matthews Plant.....	New Orleans.....	
	Points on line.....	Points on line.....	
	Parker's Spur.....	Collinston and Doss.....	
	New Orleans.....	Bayou Lafourche points.....	
	Arnaudville Ex	New Orleans.....	
	Points on line.....	Points on line.....	
	Points on line.....	Points on line.....	
Shipment	Shreveport.....	Mansfield	

AUTHORITIES ISSUED

No.	Name of Road.	Rate.	Commodity.	Issued.
275	V. S. & P. R. R....	22c. per 100 lbs.....	Flour, corn meal, etc	Jan 29, 1900..
276	S. P. Co.....	\$5 00 per car.....	Lumber.....	Jan. 29, 1900..
277	T. & P. Ry.....	Sup. 5 to western classification.....	No. 30.....	Jan. 29, 1900..
278	T. & P. Ry.....	Same as to Shreveport and Monroe from New Orleans.....	Classes & commodities	Jan. 29, 1900..
279	T. & P. Ry. and K. C. W. & G.....	12½c per 100 lbs.....	Rice bran and polish.	Jan. 29, 1900..
280	V. S. & P. R. R....	3½c. per 100.....	Brick, C. L.....	Jan. 30, 1900..
281	S. P. Co and T & P. Ry.....	Amendment to 45-B....	Authorities 236 & 237.	Jan. 31, 1900..
281	Miss. Packet Co., Strs. Lafourche and Chickasaw..	Amendment to 45-B....	Authorities 236 & 237	Jan. 31, 1900..
282	A. L. & S. R. R....	14c. per 100 lbs.....	Hardwood lumber....	Jan. 31, 1900..
283	T. & P. Ry.....	Various.....	Classes & commodities	Feb. 3, 1900..
283	T. S. & N. R. R....	Various.....	Classes & commodities	Feb. 3, 1900..
284	T. & P. Ry.....	Sup. No. 6 to western classification.....	No. 30.....	Feb. 7, 1900..
285	T. & P. Ry.....	Various.....	Stave bolts, etc.....	Feb. 7, 1900..
286	V. S. & P. R. R....	18c. per 100 lbs.....	Hay, L. C. L.....	Feb. 7, 1900..
287	S. P. Co. and T. & P. Ry.....	\$12.00 per car.....	Live stock.....	Feb. 7, 1900..
288	S. P. Co.....	10c. per 100 lbs.....	Corn.....	Feb. 9, 1900..
289	S. P. Co.....	Various.....	Sash, doors and blinds	Feb. 9, 1900..
290	S. P. Co.....	12½c. per 100 lbs.....	Rice bran and polish.	Feb. 9, 1900..
291	S. P. Co.....	Various.....	Seed potatoes.....	Feb. 9, 1900..
292	T. & P. Ry.....	Return free.....	Exhibits for fair.....	Feb. 12, 1900..
293	S. P. Co.....	Various.....	Commodities.....	Feb. 12, 1900..
294	S. P. Co.....	\$3.00 per car.....	Fertilizers.....	Feb. 12, 1900..
295	T. & P. Ry.....	Sup. 7 to western classification.....	No. 30.....	Feb. 15, 1900..
296	S. P. Co.....	\$2.50 per ton.....	Scrap iron.....	Feb. 15, 1900..
297	K. C. W. & G. Ry.	3c. per 100 lbs.....	Lumber.....	Feb. 15, 1900..
298	S. P. Co.....	15c. per 100 lbs.....	Oil in tank cars.....	Feb. 16, 1900..
299	T. & P. Ry.....	\$10.00 per car.....	Lime.....	Feb. 16, 1900..
300	S. P. Co.....	\$2.50 per ton.....	Scrap iron.....	Feb. 16, 1900..
301	T. & P. Ry.....	Sup. 8 to Western classification.....	No. 30.....	Feb. 23, 1900..
302	T. & P. Ry.....	Various.....	Classes & commodities	Feb. 23, 1900..
303	T. & P. Ry.....	60c. per bale.....	Cotton, flat.....	Feb. 23, 1900..
304	S. P. Co.....	Various.....	Cotton seed products.	Feb. 23, 1900..
305	H. & G. R. R., and T. & P. Ry.....	15c. per 100 lbs.....	Lumber, except walnut and cherry....	Feb. 24, 1900..
306	H. & S. R. R....	Various.....	Lumber, except walnut and cherry....	Mar. 8, 1900..
307	S. P. Co.....	\$1 00 per ton.....	Coal.....	Mar. 9, 1900..
308	T. & P. Ry.....	Various.....	Classes & commodities	Mar. 9, 1900..
309	St. L. I. M. S. Ry..	Various.....	Lumber.....	Mar. 9, 1900..

† Cancelled.

BY THE COMMISSION.

Expires.	From.	To.	Remarks.
.....	Shreveport and Monroe.....	Points on L. & N. W. R. R...	
.....	Stewart's Switch	Cheneyville	
.....	Points on line.....	Points on line.....	
.....	Baton Rouge.....	Shreveport and Monroe.....	
.....	Lake Charles	New Orleans	
April 15, 1900.	Shreveport.....	Arcadia.....	
.....	New Orleans.....	Bayou Lafourche points.....	
.....	New Orleans.....	Bayou Lafourche points.....	
.....	Points on A. L. & S	New Orleans	
.....	New Orleans	Points on T S & N. Ry.....	
.....	New Orleans	Points on line.....	
.....	Points on line.....	Points on line.....	
.....	Points on line.....	Points on line	
.....	Shreveport and Monroe.....	Intermediate points.....	
.....	Bayou Lafourche points.....	New Orleans.....	
.....	Abbeville	Lake Charles	
.....	Points on line.....	Points on line.....	
.....	Westlake	New Orleans	
April 15, 1900.	Alexandria.....	Points on Alexandria branch.	
30 days after fair opens..	Points on line.....	New Orleans.....	
.....	Alexandria.....	Joint track points, T. & P. ..	
.....	New Orleans	Points on K. C. P. & G. R. R.	
.....	Points on line.....	Points on line.....	
.....	Alexandria branch points.....	New Orleans	
.....	Forest Hill and int pts.....	Alexandria.....	
.....	New Orleans.....	Thibodaux ..	
.....	Donaldsonville.....	Salsbury	
.....	Points on Alexandria branch.	New Orleans.....	
.....	Points on line.....	Points on line.....	
.....	New Orleans.....	New Roads.....	
.....	New Roads.....	New Orleans.....	
.....	Lafayette	Points on Nap Ex.....	
.....	Logansport	New Orleans.....	
.....	Points on line.....	Points on line.....	
.....	New Orleans.....	Billeard and Broussard.....	
.....	Shreveport.....	Alexandria	
.....	Points on line	Points on line.....	

AUTHORITIES ISSUED

No.	Name of Road.	Rate.	Commodity.	Issued.
310	S. P. Co.	15c per 100 lbs	Scrap iron	Mar. 9, 1900..
311	L. & A. R. R.	Various	Logs, C. L.	Mar. 9, 1900..
312	L. & A. R. R.	Various	Lumber	Mar. 9, 1900..
313	L. & A. R. R.	Various	Commodities	Mar. 9, 1900..
314	S. P. Co.	\$1.00 each	300 sugar wagons	Mar. 9, 1900..
315	S. P. Co.	10 per ct. less than tariff	Construction material	Mar. 9, 1900..
316	S. P. Co.	17½c per 100 lbs	Scrap iron	Mar. 9, 1900..
317	S. P. Co.	Same as fine brick	Fine clay	Mar. 14, 1900.
318	S. P. Co.	6c. per 100 lbs	Lumber	Mar. 14, 1900.
319	T. & P. Ry.	¼ regular rate	Factory work, C. L.	Mar. 17, 1900.
320	N. O. & N. E. R. R.	\$4.00 per ton	Cotton seed	Mar. 17, 1900.
321	S. P. Co.	Various	Cisterns	Mar. 17, 1900.
322	S. P. Co.	10 per ct. less than tariff	Construction material	Mar. 20, 1900.
323	S. P. Co.	\$10.00 higher than Thib. odaux rate	Cattle	Mar. 26, 1900.
324	V. S. & P. R. R.	5c. per 100 lbs	Potatoes	Mar. 26, 1900.
325	I. C. K. R.	70c. per cu. yard	Sand, C. L.	Mar. 26, 1900.
326	S. P. Co.	6c. per 100 lbs	Lumber	Mar. 26, 1900.
327	S. P. Co.	Various	Cattle	Mar. 26, 1900.
328	S. P. Co.	Various	Brick	Mar. 26, 1900.
329	S. P. Co.	\$1.00 per ton	Cotton seed	Mar. 26, 1900.
330	L. & A. R. R.	Various	Commodities	Mar. 26, 1900.
331	T. & P. Ry.	12½c. per 100 lbs	Lumber	Mar. 26, 1900.
332	V. S. & P. R. R.	3c. per 100 lbs	Brick, C. L.	Mar. 26, 1900.
333	S. P. Co.	Various	Commodities	Mar. 26, 1900.
334	T. & P. Ry.	\$5 15 per 1000	Brick	Apr. 4, 1900..
335	T. & P. Ry.	15c per 100 lbs	Rosin and turpentine	Apr. 4, 1900..
336	T. & P. Ry.	Ex. to Western Classifi- cation	No. 30	Apr. 4, 1900..
337	N. O. & N. E. R. R.	14c. per 100 lbs., min 20,000	Cotton seed hulls	Apr. 4, 1900..
337	N. O. & N. E. R. R.	10c. per 100 lbs., min. 40,000	Cotton seed hu'ls	Apr. 4, 1900..
338	Mo. Pac. Ry., T. & P. Ry.	12c and 15c. per 100, re- spectively	Logs and lumber	Apr. 4, 1900..
339	T. & P. Ry.	Contract	Gentry's show	Apr. 4, 1900..
340	S. P. Co.	4c. per 100	Cinders	Apr. 4, 1900..
341	S. P. Co.	9½c. per 100 lbs	Lumber	Apr. 4, 1900..
342	S. P. Co.	\$2.00 per 1000	Brick	Apr. 4, 1900..
342	S. P. Co.	\$2.00 per 1000	Brick	Apr. 4, 1900..
342	S. P. Co.	\$2.25 per 1000	Brick	Apr. 4, 1900..
343	S. P. Co.	20 per ct. less than tariff	Construction material	Apr. 4, 1900..
344	S. P. Co.	12½c. per 100 lbs	Machinery, C. L.	Apr. 4, 1900..
345	S. L. Swn. Ry.	4c. per 100 lbs	Old rails	Apr. 6, 1900..
346	T. & P. Ry.	8½c. per 100	Cotton seed, C. L.	Apr. 9, 1900..
347	T. & P. Ry.	Various	Classes & commodities	Apr. 9, 1900..
348	K. C. W. & G.	\$7.00 per car	Wood, cord	Apr. 9, 1900..
349	T. & P. Ry.	\$3.06 per ton	Fertilizer	Apr. 9, 1900..
350	V. S. & P. R. R.	\$2.00 per ton	Ice	Apr. 9, 1900..
351	S. P. Co.	\$7.59 per car	Lumber	Apr. 9, 1900..
352	K. C. P. & G. R. R.	2 cents per 100 lbs	Wood, stave refuse	Apr. 12, 1900..

† Cancelled

BY THE COMMISSION.

Expires.	From.	To.	Remarks.
.....	Iberia and Vermilion.....	New Orleans.....	
.....	Points on line.....	Points on line.....	
.....	Points on line.....	Points on line.....	
.....	Points on line.....	Points on line.....	
Shipment	New Orleans.....	Houma.....	
.....	Points on line.....	Pointe aux Loupe and Iota...	
.....	Bayou Vermilion points.....	New Orleans.....	
.....	Points on line.....	Points on line.....	
.....	Lake Charles.....	Abbeville.....	
.....	Shreveport.....	Natchitoches.....	
.....	Pearl River Landings.....	New Orleans.....	
.....	Eunice.....	Lafayette to Wileyline.....	
.....	New Orleans.....	Houma.....	
.....	Edgarly, etc.....	Napoleonville, interior points	
Shipment	Edgarly.....	Shreveport.....	
.....	Natalbany.....	New Orleans.....	
.....	Lake Charles.....	Abbeville.....	
.....	Opelousas.....	Crowley, Lafayette, N Iberia	
.....	Points on line.....	Pointe aux Loupe.....	
.....	Lafayette.....	Napoleonville.....	
.....	Points on line.....	Points on line.....	
.....	Marthaville and Robeline.....	New Orleans.....	
.....	Shreveport.....	Tremont.....	
Shipment	Opelousas.....	Points on line.....	
.....	Slidell.....	Lyle's Spur.....	
.....	Chopin.....	New Orleans.....	
.....	Points on line.....	Points on line.....	
.....	Vidalia.....	Gretna.....	
.....	Vidalia.....	Gretna.....	
.....	Monroe and points South.....	New Orleans.....	
.....	Points on line.....	Points on line.....	
.....	New Orleans.....	Houma.....	
.....	Patterson.....	Magnolia Plantation.....	
.....	New Orleans.....	Abbeville.....	
.....	New Orleans.....	Crowley.....	
.....	New Orleans.....	Gueydon.....	
.....	New Orleans.....	Abbeville, Crowley, Gueydon	
.....	New Orleans.....	Houma.....	
.....	Arkana.....	Shreveport.....	
.....	New Roads and points South.....	Alexandria and Bunkie.....	
.....	Shreveport.....	Mansfield.....	
.....	Points on line.....	Alexandria and Lake Charles	
.....	New Orleans.....	Points on K. C. P. & G	
.....	Shreveport.....	Houma.....	
Shipment	New Iberia.....	Patterson.....	
.....	Benson.....	Shreveport.....	

AUTHORITIES ISSUED

No	Name of Road.	Rate.	Commodity.	Issued.
353	T. & P. Ry.....	Annual rates in tariff		
354	Cumberland T. & T. Co.....	69c 1-H.....	Lumber.....	April 12, 1900.
355	T. & P. Co.....	Exchange & toll rate.....		April 12, 1900
356	T. & P. Ry.....	Various.....	Brick.....	April 14, 1900.
357	N. O. & N. E. R. R.....	Various.....	Coke.....	April 14, 1900
358	Cumb. T. & T. Co.....	\$1.00 per ton.....	Coal.....	April 14, 1900.
359	Mo. Pac. Ry.....	Toll rates.....		April 14, 1900.
360	V. S. & P. R. R.....	12c per 100 lbs.....	Lumber, hardwood.....	April 16, 1900.
361	S. P. Co.....	Various.....	Classes.....	April 19, 1900.
362	Y. & M. V. R. R.....	74c per 100 lbs.....	Hay, 2 cars.....	April 19, 1900.
363	T. S. & N. Ry.....	5c per 100 lbs.....	Lumber, etc.....	April 19, 1900.
364	T. & P. Ry.....	Various.....	Wood.....	April 23, 1900.
365	T. & P. Ry.....	1/2 regular tariff.....	Saw mill equipment.....	April 24, 1900.
366	V. S. & P. R. R.....	Various.....	Rosin and turpentine.....	April 25, 1900.
*366	S. P. Co.....	39c. per 100 lbs.....	Machinery.....	April 30, 1900.
367	T. & P. Ry.....	Sup. 9 to western class.....	ification No. 30.....	April 30, 1900.
368	T. & P. Ry.....	Sup. 10 to western class.....	ification No. 30.....	April 30, 1900.
369	T. & P. Ry.....	Sup. 11 to western class.....	ification No. 30.....	April 30, 1900.
370	T. & P. Ry.....	Sup. 12 to western class.....	ification No. 30.....	April 30, 1900.
371	T. & P. Ry.....	Sup. 13 to western class.....	ification No. 30.....	April 30, 1900.
372	T. & P. Ry.....	Sup. 14 to western class.....	ification No. 30.....	April 30, 1900.
373	T. & P. Ry.....	Sup. 1 to T. & P. rate.....	Ruling 92-H.....	April 30, 1900.
374	T. & P. Ry.....	Sup. 2 to T. & P. rate.....	Ruling 92-H.....	April 30, 1900.
375	T. & P. Ry.....	Sup. 3 to T. & P. rate.....	Ruling 92-H.....	April 30, 1900.
376	T. & P. Ry.....	Sup. 38, exception to.....	western class. No. 30.....	April 30, 1900.
377	T. & P. Ry.....	Sup. 39, exception to.....	western class. No. 30.....	April 30, 1900.
378	S. P. Co.....	\$1.10 per ton.....	Coal.....	April 30, 1900.
379	S. P. Co.....	10c per 100 lbs.....	Cooperage, r. d.....	April 30, 1900.
380	S. P. Co.....	1/2 regular rate.....	orn. reshipped.....	April 30, 1900.
381	Y. & M. V. R. R.....	\$1.50 and \$1.75 per 1000.....	Brick.....	April 30, 1900.
382	T. & P. Ry.....	1/2 regular rate.....	Chops. returned.....	April 30, 1900.
383	S. P. Co.....	5c. per bbl.....	Empty molasses bbls.....	April 30, 1900.
384	V. S. & P. R. R.....	Various.....	Classes.....	April 30, 1900.
385	Cumb. T. & T. Co.....	Toll rates.....		April 30, 1900.
386	T. & P. Ry.....	Special amendment to.....	Western class. No. 30.....	April 30, 1900.

*Increase.

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FIRST ANNUAL REPORT

—OF THE—

Railroad Commission of Louisiana.

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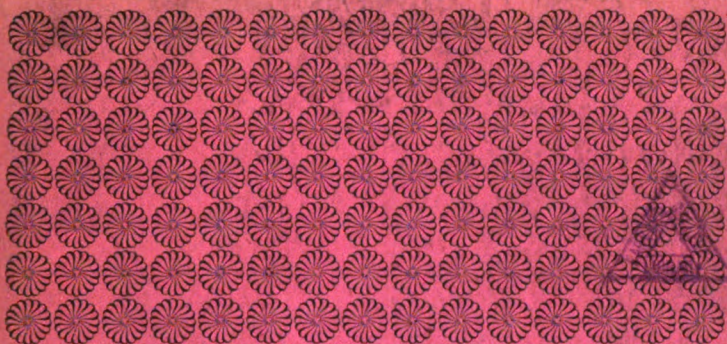
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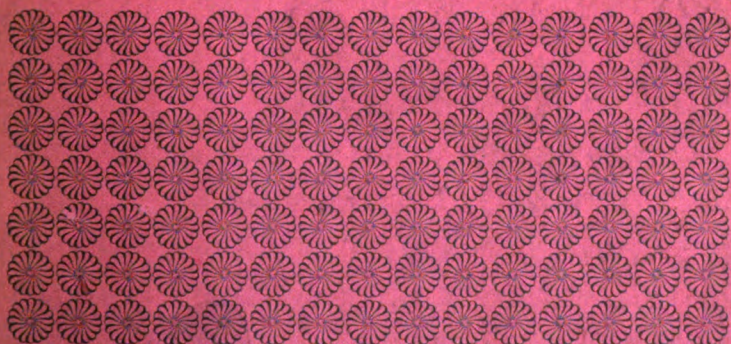
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SECOND ANNUAL REPORT
OF THE
Railroad Commission
OF
LOUISIANA.

May 1, 1901.



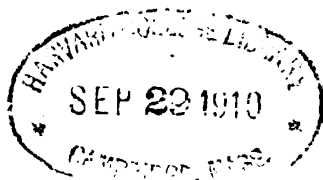
Second Annual Report

OF THE

Railroad Commission of Louisiana.

May 1, 1901.

(Compiled by the Secretary.)



St. Louis, Mo.

Railroad Commission of Louisiana.

HON. C. L. DE FUENTES, New Orleans, La., Chairman.

HON. OVERTON CADE, Youngsville, La.

HON. W. L. FOSTER, Shreveport, La.

W. M. BARROW, Baton Rouge, La.,

Secretary.

(Hon. R. N. Sims resigned from the Commission April 1st, 1901, and Hon. Overton Cade was appointed to fill the unexpired term of Mr. Sims.)

RAILROAD COMMISSION OF LOUISIANA.

Baton Rouge, La., May 1, 1900.

To His Excellency, William Wright Heard, Governor of Louisiana:

Sir:—The Railroad Commission of Louisiana respectfully submits to your Excellency, this, its Second Annual Report, containing a summary of the work of the Commission for the year since its last report, and also the financial and operating reports of the carriers under its jurisdiction for the year ending June 30, 1899, and June 30, 1900.

The two years just past have been important ones to the State in transportation fields, as will be shown by the statistics in this report. The common carriers have all shared in the general prosperity of the country, and have added to the wealth of Louisiana by their increased facilities and great extensions.

The remarkable activity in railroad improvements has been widely noted, and foreign capital has been attracted to the State by the immense resources of Louisiana, as yet in the infancy of their development. In all parts of the State, new roads are being constructed with rapidity, in every direction. Old and short lines are being bought by trunk lines and made parts of their great systems. Grades of established roads are being raised and road-beds ballasted, and the standard of equipment has improved materially since the last report. The service, both passenger and freight, has been likewise improved and is reaching a high state of perfection.

The Annual Reports made to the Commission by the railroad companies show an improvement in passenger earnings over the previous year. It is also gratifying to report that all classes of revenues have increased in the last year.

In the year ending June 30, 1899, the revenues from passenger business from all lines reporting to the Commission, amounted to \$4,893,296.09, while for the year ending June 30, 1900, passenger earnings amounted to \$5,352,102.27, showing an increase in revenues from passengers for the last named year of \$458,806.18.

The Freight Revenues for the year ending June 30, 1900, have also increased. For the year ending June 30, 1899, the

Gross Revenues from freight, reported by twenty-nine railroads, amounted to \$19,492,515.87, and for the year ending June 30, 1900, the freight revenues amounted to \$20,777,288.18, showing an increase for the year last named of \$1,284,772.31.

The Gross Revenues for the year ending June 30, 1899, 1900, amounted to \$32,139,551.44, this being an increase for 1900 of \$3,445,216.16.

The Net Revenues for the year ending June 30, 1899, amounted to \$8,987,799.68 and for the year ending June 30, 1900, amounted to \$10,484,362.62, showing a net increase of \$1,496,562.94 for the year last named. The net increase includes three roads that return figures for the entire line, and for which no proportion is shown for Louisiana. The revenues, therefore, show a slight excess over those actually earned within the State of Louisiana.

STEAMBOATS.

For the year ending June 30, 1899, fifteen steamboats and companies operating steamboats, made reports to this Commission, eleven of them showing a capital invested of \$633,131.00. The remaining four do not return figures to show the amount of capital invested.

The Gross Revenues from these steamboats and steamboat companies, for the year ending June 30, 1899, amounted to \$1,131,560.94.

The total expenses for the same period, amounted to \$1,057,876.79. After deducting \$10,244.68 for "losses" during the year there remains a net revenue of \$63,439.47.

EXPRESS COMPANIES.

The capital represented by the four express companies operated in Louisiana in 1899, amounted to \$11,280,000.00, and the same amount is reported for the year ending June 30, 1900.

The gross revenue for the year ending June 30, 1899, amounted to \$222,630.37, and for the year ending June 30, 1900, amounted to \$288,185.40.

The total expenses for the year ending June 30, 1899, were \$210,765.24, and for the year ending June 30, 1900, were \$246,772.94.

The net earnings for the year ending June 30, 1899, were \$36,806.46, one company reporting a loss of \$24,941.83. In the year ending June 30, 1900, the net earnings were \$70,305.67, one company reporting a loss during the year of \$27,993.40. The latter year shows an increase in net earnings over the previous year of \$33,499.21.

In the figures shown above, two Express Companies reported only business between points within the State, and refused to give the proportion of interstate business originating at or destined to points in Louisiana. Were these figures shown the net earnings would be materially increased, and the "losses" reported also diminished.

TELEPHONE AND TELEGRAPH COMPANIES.

The Telephone and Telegraph Companies reporting to the Commission represent a capital of \$105,574,600.00. This is the total amount of capital shown and not that invested in Louisiana, except as is shown by the table.

The gross earnings from four of these companies reporting to the Commission for the year ending June 30, 1899, amounted to \$24,936,162.14, and for the year ending June 30, 1900, seven companies show a gross revenue of \$26,301,766.55, which shows an increase in gross revenue from telephone business of companies whose lines extend into Louisiana of \$1,365,604.41.

The expenses of operating five companies amounted to \$18,733,972.84, for the year ending June 30, 1899, and \$19,841,200.11 for five companies reporting for the year ending June 30, 1900, showing an increase for the latter year in operating expenses of \$1,107,227.27. (For entire system.)

The increases in gross revenue and operating expenses are due to the extension of the systems as well as increased services over lines already in operation.

For the net earnings for the year ending June 30, 1899, and for the year ending June 30, 1900, reference is made to the statistical table showing the comparative results of the two years of telephone business in the State of Louisiana. The incompleteness of the reports prevents any more absolute deductions than are given here.

ANNUAL REPORTS.

The rule requiring all carriers to file annual reports with the Commission has been generally observed. The form selected for the use of railroads in making their reports to the Commission has proven inadequate. Much needed information is not called for therein, and its lack of uniformity with the reports of other Commissions, has led this Commission to adopt the form for annual reports used by the Interstate Commerce Commission, with certain modifications which adapt it to the requirements of the State. This action was taken after careful deliberation, it being the idea of the Commission to establish, as far as possible, a uniformity in its reports with

those of the Interstate Commerce Commission. The report form adopted is much more complete than the one formerly used.

Various smaller water craft, operating upon the rivers and bayous of Louisiana, have made no reports to the Commission. The Commission has endeavored strenuously and constantly to secure complete reports from all carriers.

These small craft, however, that have no permanent domicile, that stop one trip in one harbor and the next trip in another, that have no agents, and follow no defined course of business, are extremely difficult to reach by the ordinary channels of business.

The following Carriers have made annual reports to the Commission for the year ending June 30, 1900:

- Arkansas Sou. R. R. Co.
- Avoyelles R. R. Co.
- Chicago, St. L. & New Orleans R. R. Co. (Operated by I. C. C. R. R.)
- East Louisiana R. R. Co.
- Houston & Shreveport R. R. Co.
- Iberia & Vermilion R. R. Co. (Operated by Southern Pacific Company.)
- Jackson R. R. Co.
- Kansas City, Pittsburg and Gulf R. R. Co.
- Kansas City, Watkins & Gulf Ry. Co.
- Leesville, East and West R. R. Co.
- Louisiana & Arkansas R. R. Co.
- Louisiana & Northwest R. R. Co.
- Louisiana Southern Ry. Co.
- Louisiana Western R. R. Co. (Operated by Southern Pacific Co.—Atlantic System.)
- Louisville & Nashville R. R. Co. (Operates the N. O. & M. R. R.)
- Morgan's Louisiana & Texas R. R. & S. S. Co. (Operated by Southern Pacific Co.—Atlantic System.)
- Natchez, Red River & Texas Ry. Co.
- Natchitoches & Red River Valley Ry. Co.
- New Orleans, Fort Jackson & Grand Isle R. R. Co.
- New Orleans & Mobile R. R. Co. (Operated by L. & N. R. R. Co.)
- New Orleans & Northeastern R. R. Co.
- New Orleans & Northwestern Ry. Co.
- New Orleans & Western Ry. Co.
- Panthartrain R. R. Co. (Operated by L. & N. R. R. Co.)
- Sibley, Lake Bistaneau & So. R. R. Co.
- St. Louis, Iron Mountain & So. Ry. Co.

St. Louis Southwestern Ry. Co.
 Shreveport & Red River Valley Ry. Co.
 Texas & Pacific Ry. Co.
 Vicksburg, Shreveport and Pacific R. R. Co.
 Yazoo & Mississippi Valley R. R. Co.

STEAMBOATS AND OTHER WATER CRAFT.

(Name of Steamer or Company.)

Lafourche Packet Company.
 Lockport & Raceland Flatboat Line.
 Lower Coast Packet Co.
 Steamer Chickasaw.
 Steamer America.
 Steamer New Camelia. (Mandeville & Covington Line.)
 Memphis & Cincinnati Packet Co.
 Mississippi Packet Co.
 Red River Line.
 Rosa B.

EXPRESS COMPANIES.

American Express Company.
 Pacific Express Company.
 Southern Express Company.
 Wells, Fargo & Co.'s Express.

TELEPHONE AND TELEGRAPH COMPANIES.

Cumberland Telephone & Telegraph Company.
 Merchants' and Planters Telephone Co. of Baton Rouge.
 Monroe Telephone Co.
 Ocean Towboat Telegraph Line.
 Peoples' Telephone Company of New Orleans.
 Postal Telegraph Company.
 Thibodeaux Telephone Co.
 Western Union Telegraph Company.

SESSIONS.

Regular sessions for the hearing of contested cases have been held at least once a month at the office of the Commission at Baton Rouge. Special sessions of the Commission have been held at Monroe and New Orleans.

COMPLAINTS.

The complaints and petitions before the Commission since its last report have been widely varied, and cover questions of great importance. They have been promptly investigated and settled with but little delay. There have been filed since

the last report, eighty-six complaints and petitions, of which number all but four have been decided.

Two suits have been filed against the Commission by the Southern Pacific Company in the Civil District Court, Parish of East Baton Rouge, one contesting the Commission's Order No. 104, requiring that the said company rack their cane cars at their own expense, and the other contesting Order No. 81, for a depot at Berwick. These cases are still pending.

The Commission has filed suit against the Kansas City Southern Railway Company, to collect two fines imposed upon it of \$1,000 each for the violation of its rules.

The New Orleans and Washington Packet Company has filed suit against the Commission in the United States Circuit Court in which they are testing the jurisdiction of the Commission.

THE TELEPHONE RATE CASE.

On February 29, 1900, the New Orleans Board of Trade entered a complaint against the Cumberland Telephone and Telegraph Company alleging that the said Company had increased its rates in the City of New Orleans over those in effect when the Commission was established. The complaint ended with a petition to reduce the rates for service in the City of New Orleans. Without waiting for a hearing, the Commission issued an order fixing the rates of the Telephone Company all over the State at the same rate as the Cumberland Company was receiving for various classes of service on the first of January, 1900.

A hearing was then fixed for the complaint of the New Orleans Board of Trade, at New Orleans, March 2, 1900. As the officers of the company were called away from the State on important business, the case was postponed until March 22nd, when another hearing was held in New Orleans, at which the various parties at interest were all represented. At this hearing the President and General Manager, the Assistant General Manager and the Local Manager were present, and the defense was conducted by the attorney of the company, Mr. George Denegre. The plaintiffs were represented by Mr. S. Locke Breaux, of New Orleans, assisted by counsel. Witnesses on both sides were examined, and the testimony developed the fact that the question of earnings depended largely on the classification of the expenses. While the Commission had the matter under consideration, they were enjoined from issuing any orders or fixing any rates for the Cumberland Telephone Company. At this juncture a special session was held, and counsel consulted. Upon a conference

with the counsel on the other side, and in order to remove the cause from the courts where it would probably have pending for sometime, leaving the Commission helpless to afford any relief, it was agreed that the injunction suit would be withdrawn, provided the Commission attempted to fix no rates until the books of the Cumberland Company could be examined by an expert and a statement made up showing the revenue of the company in the State of Louisiana from the rates they were then charging, provided, however, that all payments for telephone service in the City of New Orleans should be paid under protest during the pendency of the examination.

The report of the expert was received by the Commission in October, 1900. A careful investigation and study was made of the result. The report is too voluminous to give in full here, covering 59 pages of typewriting. A brief summary of the showing is contained in the opinion given in the case, and it was upon this showing that the Commission was unable to grant the petition to further reduce the telephone rates in New Orleans.

The widespread and general interest taken in this case has caused an excerpt to be annexed as an appendix to this report. (See Appendix B.)

RATES.

During the past year the rate situation in Louisiana has improved greatly. Rates are now upon a stable basis, and there is a gradual decrease in the complaints coming before the Commission of unreasonable, excessive or discriminating rates.

The Commission has put in a number of tariffs, which are included in this report in Appendix "A," and which have been generally satisfactory.

Rates have been equalized when found out of line, and it is safe to say that there are now no discriminations existing in authorized rates.

AUTHORITIES FOR RATES.

In the last twelve months, the Commission has issued 495 authorities for rates. These represent reductions, re-issues of expired tariffs and emergency rates; but no increases. There have been but two increases in railroad rates in Louisiana during the last year.

STEAMBOAT RATES.

The most serious rate problem before the Commission has

been the establishing and maintaining of water rates. The well-known cheaper cost of water over rail transportation, has a far reaching effect upon rail rates. The competition of water lines, and the extent of that competition in Louisiana, is felt by every rail line in the State. Before the Commission was organized, boats had no fixed tariff of rates, charging each shipper what pleased them, and paying no regard to distance, class or value. Rail lines meeting this competition, lowered their rates to an abnormal basis, and the boats in turn to meet the rail competition, further lowered their rates. In this manner disastrous and demoralizing rate wars were brought on, which finally resulted in the extermination of the weakest carrier, that being the steamboat. The field then being left to the railroads, rates were advanced beyond their normal condition and losses made good; or interior points not enjoying water competition were charged abnormally high rates, thus suffering from the evils of discrimination, as well as from extortionate rates. At equal rates steamboats cannot compete with railroads. The service of the former is far inferior to that of the latter. One boat loaded to its utmost capacity, could not carry as much as an ordinary freight train. The boat is slow, and during the time it takes to make one trip, the same train makes several.

But the life of trade is competition. The wonderful resources of Louisiana, its hundreds of miles of navigable waters, the powerful influence of water competition upon commerce, the incalculable value to the State of keeping alive that competition, demands that a course be adopted by the Commission which will encourage steamboats to engage in business, and protect them while they are operating for the peoples' good.

The Commission has therefore adopted the policy of allowing steamboats to use the railroad tariffs at competitive points, allowing them a differential to cover insurance and difference in service. The steamboats have adopted tariffs, with the approval of the Commission, applying on the Mississippi river, Red river, Ouachita river and tributaries and upon Bayou Lafourche. These tariffs have given general satisfaction, and while there have been increases over the former "cut-throat" rates, the rates now are fair and reasonable and allow water competition to thrive under a just and equitable revenue.

ACCIDENTS.

The total number of passengers killed in Louisiana during the year 1899, amounted to 5; employees killed, 18; others killed, (which include trespassers), 65. During the same

period there were injured 15 passengers, 207 employees and 82 others.

For the year ending June 30, 1900, there were 3 passengers killed, 21 employees killed and 68 others killed, while during the same period there were 15 passengers injured, 150 employees injured and 64 others injured.

DEPOTS.

The number of new depots ordered since the last report is six. These depots have been ordered usually at the request of a number of shippers whom they were to benefit and always after an investigation into the business of the point at which the depot was to be located. The size and plan of the depot is governed by the requirements in each particular case; but the standard adopted by the railroads is satisfactory to all concerned.

Depots have been ordered built at the following places during the year since the last report:

Berwick, on Morgan's and Texas Railway.

Haynesville, on Louisiana and Northwest Railway.

Fenier, on Illinois Central Railway.

Mangham, on New Orleans and Northwestern Railway.

Gilbert, on New Orleans and Northwestern Railway.

Vanceville, on St. Louis Southwestern Railway.

INSPECTIONS.

Inspections were made during the year of the Kansas City Southern Railway, entire line in Louisiana; the Vicksburg, Shreveport and Pacific Railroad, from Shreveport to Rayville, and the New Orleans and Northwestern Railway from Collinston to Vidalia; Louisiana and Arkansas from State line to Winnfield. A detailed report of these inspections will be found in Appendix "D," of this report.

OFFICE EXPENSES.

A financial statement showing the office expenses of the Commission may be found in Appendix "C," of this report.

RULES.

The Commission has only made such changes in its rules as experience and wisdom seem to dictate, nor have there been a great many new rules added. In formulating its rules the Commission has endeavored to confine itself to simple and clear rules, capable of but one construction. For the con-

venience of those interested, the rules have been corrected up to May 1, 1901, and are given in this report in their revised form.

The rules contained in this report are to be regarded as the official rules of the Commission.

The office work has been performed satisfactorily and promptly and the system of filing tariffs of rates and other information required is such as to admit of quick and accurate reference.

The correspondence during the year has materially increased, and demonstrates a more general appreciation of the Commission throughout the State.

On April 1, 1901, Hon. R. N. Sims resigned from the Commission and in his place Hon. Overton Cade, of Youngsville, Louisiana has been appointed. During his connection with the Commission, Mr. Sims proved a valuable servant to the State and of great assistance to the Commission.

The appointment of Mr. Cade has met with universal approval throughout the State.

SOUTHERN RAILROAD COMMISSIONERS' ASSOCIATION.

Believing that an organization of the Railroad Commissioners' of the Southern States whose interests are closely related, would be beneficial to the State of Louisiana, the members of this Commission attended the first meeting of the Southern Railroad Commissioners' Association, which was organized at Lookout Mountain, Tennessee, on the 29th of August, 1900.

The States whose Commissions were represented at this meeting and became members of the Association were: Tennessee, Louisiana, Kentucky, Mississippi, Florida, Texas and Arkansas. The full proceedings of the meeting were published in the twenty-first annual report of the Railroad Commission of Kentucky.

As a result of the first meeting of this Association all of those Southern States which had not already done so, agreed to adopt Southern Classification No. 25 and reject Southern Classification No. 27. This Commission accordingly adopted Southern Classification No. 25, and in doing so, disposed of a complaint from the citizens of Amite City in regard to an increase in the rates on the Illinois Central Railroad.

The Southern Classification No. 25 is now in use on all lines east of the Mississippi river.

OFFICIAL CLASSIFICATION.

The Commission has carefully considered the question of adopting its own classification.

Uniformity in rates is much sought for. The Western Classification, which is used by all lines west of the Mississippi river, has been adopted by the Texas Commission and is in use on portions of the lines operating in Louisiana, which extend into other States. The Classification itself is generally satisfactory and where this is not the case the Commission has thought it best to issue exceptions to this Classification by putting in its own tariffs or by authorizing the carriers to make exceptions thereto. This system has worked very satisfactory and not wishing to disturb a method proving satisfactory this Commission has not deemed it advisable at this time to adopt a Classification of its own.

The foregoing conclusions, with the orders, decisions, rates, tables and data which follow, are all submitted to your Excellency's careful consideration.

Respectfully,

C. L. de FUENTES,
Chairman.

OVERTON CADE,

W. L. FOSTER.

Commissioners.

W. M. BARROW, Secretary.

REVISED

RULES

AND

REGULATIONS

GOVERNING

Railroad, Steamboat and Other Water Craft,

**EXPRESS, TELEPHONE, TELEGRAPH AND
SLEEPING CAR COMPANIES.**

(Revised to May 1st, 1901.)

GENERAL RULES.

EXPLANATION: Whenever the word "Carrier" is used in the Rules and Regulations it shall be understood to designate either one or all of the parties or companies coming under the jurisdiction of this Commission, that is, all Railroad, Steamboat and other Water Craft, and Sleeping Car, Express, Telephone, and Telegraph Companies.

PROCEEDINGS BEFORE THE COMMISSION.

1. All complaints and applications to have hearings before the Railroad Commission upon any question arising under the law creating said Commission shall be in writing, and in duplicate, and no verbal complaint or application will be entertained by said Commission.

2. Such complaint or application shall contain a brief statement of facts and be signed by the complainants or applicants. Complaints may be sent at any time to the Secretary of the Commission at Baton Rouge.

3. If such complaint or application contain matters which in the judgment of the Commission, require investigation, the Secretary shall file the same by placing his file mark thereon with the proper number, enter the same on the Docket and notify the defendants.

4. When any complaint is made to the Commission of any violation of the provisions of the Articles of the Constitution creating this Commission, or the Regulations established under said Article, or by this Commission, and it shall appear to this Commission that there are reasonable grounds for investigation, and such party complained of shall fail to satisfy said complainant, after being notified of the complaint as provided in Rule No. 3, a notice shall be issued to such party to appear before the Commission at the place and time named in the notice to answer such complaint. Said notice shall be issued by the Secretary and attested by the seal of the Commission, and the party notified shall be allowed at least five days after service before he shall be required to appear and answer.

All answers to complaints and petitions before the Commission shall be made in duplicate.

DECISIONS, ORDERS, REHEARINGS.

5. The party making complaint shall be designated "Plaintiff" and the party against whom complaint is made shall be designated "Defendant."

6. The party or parties to any complaint or application and party complained of may appear before the Commission in person or by counsel.

7. Decisions and orders of the Commission shall become effective after ten judicial days have elapsed from the day they are rendered, and either party shall have a right, at any time within the said delay, to apply for a rehearing, by filing, in writing, with the Secretary of the Commission, at Baton Rouge, three copies of a petition, setting forth substantially the reasons for which he is dissatisfied with the decision or order of the Commission.

PUBLIC SESSIONS.

8. The general sessions of the Commission will be held at its office in Baton Rouge, on such days and at such hours as the Commission may designate. Sessions for receiving, considering and acting upon complaints, petitions and other communications, and also for considering and acting upon any business of the Commission, may be held at any time that a quorum of the Commission may be present, all Commissioners having been previously notified.

SPECIAL SESSIONS.

9. Special sessions may be held at other places when in the judgment of the Commission the public interest require it.

POSTING TARIFFS, ETC.

10. Each carrier doing business within the State of Louisiana shall print and keep posted in a conspicuous place at each of its respective stations where there are agents employed, a copy of the Rules and Regulations adopted by the Commission, together with a copy of the Schedule of Freight and Passenger Rates prescribed for said carrier by the Commission, also a copy of the Commission's Classification and a table of distances between stations, giving name of each station, and whenever any change in said schedule of Rates or

Classification is authorized, a copy of such shall immediately be furnished the Office of the Commission, and shall also be posted in the same manner as above by the carrier.

11. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

12. It shall be the duty of each Carrier doing business in the State to furnish for inspection to the Commission upon demand any books or papers in possession of said Carrier or certified copy of any paper in the possession of said Carrier at the discretion of the Commission.

13. Carriers are required to submit to the Commission for inspection and correction certified copies of all contracts and agreements as to rates with other Carriers.

14. There shall be no secret reduction of rates or Freight-Passenger fares or other tolls, and no rebate, drawback, or other advantage in any form shall be given or paid, either directly or indirectly upon shipments made or services rendered to any person not allowed to all persons, under like circumstances and conditions, but the same shall be uniform to all, and public.

15. All passenger trains must stop at points where Court Houses are located. (Exceptions are made to this rule for train on I. C. R. R., known as "Chicago Limited," and train on Southern Pacific Company's lines, known as the "Sunset Limited.")

16. All passenger carriers must promptly leave point of origin in accordance with advertised schedule. Trains may be held thirty minutes for connections.

17. No trains shall obstruct a public road crossing or street for a greater length of time than ten minutes.

18. At all public road crossings or streets where vehicles cross same (outside of incorporated town or cities) the space between the rail and a space of eighteen inches on the outside of each rail shall be raised to the level of the top of the rails by a filling of plank, rock or gravel, and shall be kept in that condition at all times. Where crossings are located under the track they shall also be kept in thorough repair, and drained.

19. All Carriers must have a General Office in this State. By "General Office" is meant an office in Louisiana where responsibility can be fixed, and where all necessary information can be obtained by the Commission.

20. All accidents, in case of wrecks, where passengers or employees are injured or killed shall be reported by the Carriers to the Office of this Commission at once by telegraph, followed by a full written report.

21. All Carriers shall give prompt notice by mail or otherwise to consignee of the arrival of goods, together with the weight and amount of freight charges due thereon; and when goods or freight of any kind in car load quantities arrive, said notice must contain letters or initials of the car, number of the car, net weight, and amount of freight charges due on the same.

22. The Commission reserves the right to suspend or modify the enforcement of any of its Rules, Regulations, etc., at its discretion.

RULES GOVERNING THE TRANSPORTATION OF PASSENGERS.

23. Each passenger shall be entitled to baggage not exceeding one hundred and fifty pounds.

24. No more than the schedule of passenger rates shall be charged where the ticket office of any station shall not have been open for a reasonable time before the departure from a station of the train upon which the passenger intends to be transported.

25. At junction points, where the in-coming trains arrive so near the leaving time of the out-going train that it is not practicable for a passenger to procure a ticket, no more than the schedule of passenger rates shall be charged.

26. Carriers are authorized to collect the exact mileage for passenger fares if they shall make the necessary change to enable them to do so; but, if not, no more than the nearest amount ending in 5 or 0 shall be charged.

27. No Carrier shall be allowed to charge more than ten cents for full or half fare between regular stations when the fare would be less than the amount.

28. No more than the standard passenger tariff shall be charged passengers from Flag Stations or other Stations where tickets are not kept on sale.

29. Where a Railroad Company has provided agents and offices, ready and open for the sale of tickets, and the passengers, for the want of proper diligence, fail to supply themselves therewith, before getting on the train, then one cent

per mile additional may be demanded and collected up to and including a distance of 50 miles only.

30. The Commission will consider application for an advance or reduction in the standard tariff for the transportation of Passengers, but no change of rates will be of effect or put in force until ratified by the Commission; provided, that this rule shall not be construed as placing any restriction on the privilege of Carriers to make special excursion rates, or to issue what are called "Commutation" or "Mileage tickets;" Provided, no unjust discrimination is practiced.

31. Tickets on sale at any office in a city must be kept on sale at the depot ticket-office of the same Carrier at the same prices.

32. All Connecting Carriers which are under the management and control by lease, ownership or otherwise, of one and the same Company, or connecting with a different Company, shall be required to make close connection whenever practicable.

33. It shall be the duty of each Carrier to bulletin at every telegraph station along its line (and other stations, if possible), 30 minutes in advance of the schedule time of arrival of its trains, whether such train is on time, and if behind its schedule time to state, as near as can be approximated, the time it is behind. The bulletin board shall be placed in a conspicuous place at the ticket office, and all notices thereon of arrival and departure of trains shall be erased immediately after the departure of trains.

34. Ticket offices must be opened 30 minutes before the schedule time of the departure of trains carrying passengers and kept open until their departure, and every facility for procuring tickets must be given passengers. A separate waiting room for white and colored passengers, sufficient for their comfort and convenience, shall be provided at all such stations, and these waiting rooms shall be furnished with lights, and when the inclemency of the weather requires it, with fire. A substantial cooler must be placed in each waiting room supplied with good and wholesome water. When it is impracticable to keep water in the waiting rooms, it may be kept in the agent's office and a printed or painted notice to that effect placed in a conspicuous place in the two waiting rooms a ladies' toilet. Ladies toilets will be considered as connected with the waiting rooms if the walks thereto are walled up on each side, and open into the waiting rooms.

35. All Carriers shall provide such means or appliances as may be necessary to secure the careful handling of and to prevent injury to baggage. At all stations where no proper appliances are supplied, and no regular depot hand is employed, the train hands shall be required to assist the baggage master, and handle all baggage with care.

36. All Railroad Companies, in addition to the usual bell cord, shall place a safety cord in each coach of the regular passenger train, running through the entire length of same.

37. It shall be the duty of Sleeping Car Companies, at all stations, on the stopping of trains, to have one door of each of their cars open for the entrance and exit of passengers and require the porter to have a step ready for the convenience of passengers desiring to enter or leave the car.

38. Wherever there is, by reason of accident or otherwise, a break or obstruction on any Railroad, which will delay any passenger train on said Railroad, it shall be the duty of said Road to have the same bulletined at all stations at and between the said passenger train and the place so obstructed, and the conductor or any employee under the direction of the conductor, shall give notice of said obstruction to the passengers taking trains at the different stations before leaving same, as well as those already on the train, of the delay that will probably be caused.

39. All passenger Carriers shall provide safe and adequate heating appliances, and shall keep the passenger compartments sufficiently warm to make the passengers comfortable. An adequate supply of good and wholesome ice water must be supplied in all such compartments.

40. Each Carrier shall furnish separate compartments for the accommodation of white and colored passengers, providing, however, that this shall not apply to colored maids or servants in charge of white children.

41. Any ticket or unused portion of any ticket shall be redeemed by the Carrier on presentation at the office where said ticket was sold, or at the General Office of the Company, provided, that in such redemption a deduction of the Standard Tariff rate for the mileage traveled, shall be made.

42. No form or style of ticket now in use by any Carrier in this State shall be withdrawn without the consent of this Commission.

RULES GOVERNING THE TRANSPORTATION OF FREIGHT.

43. All connecting Railroads or other Carriers, which are under the management and control, by lease, ownership, or

otherwise, of one and the same company for purposes of transportation shall, in applying the tariffs of this Commission, be considered as constituting but one and the same Carrier, and the rates shall be computed as upon parts of one and the same Carrier, unless otherwise specified.

44. On all shipments of freight which shall pass over the whole or portions of two or more Roads or Water Routes, not under the same control, the maximum rate charged shall not be greater than the sum of the local rates on such freights for the distance hauled by each Carrier. The total rate thus ascertained on such freights from the point of shipment to the point of destination shall be divided in such proportion between the Carriers as to give to each Carrier interested in the shipment its local tariff rate conditioned upon the initial Carrier delivering the traffic to the connecting Carrier at its nearest junctional point having track connection. Nothing in these rules shall be construed to prevent the total of any joint rate made under this Rule from being divided in such proportion between the Carriers interested in the same, as they may agree upon, but failure to so agree between the Carriers interested shall in no way affect the total joint rate to be charged and collected or be a subject of appeal to the Commission by the Carriers at interest.

45. Since the separate rate cannot be conveniently given for every possible distance, the law authorizes the Commission to ascertain what shall be the limits of longer and shorter distances. Five (5) miles has, accordingly been fixed as the limit for a change of freight rates for all distances less than one hundred miles; and ten (10) miles for all distances over one hundred miles. The Commission reserves the right, however, to correct the charge in extreme cases which work hardships, although the same may not violate the letter of its rules.

46. For a distance under 20 miles or over 250 miles a reduction of rates may be made without making a change at all stations short of 250 miles; provided, however, that when any Carrier shall make a reduction of rates for a distance of over 250 miles, the same shall apply to similar distances on all the roads controlled by the same Company, and in no case shall more be charged for a less than a greater distance, except as in Rule 45.

47. The freight rates prescribed by the Commission are maximum rates, which shall not be transcended by the Carriers. When there are between any two points two or more competing Carriers not under the same management or in the same system, the longer line or water routes, in order

to give said points the benefit of competition, may reduce the rates between said two points below the Standard Tariff, without making a corresponding reduction at all stations or landings along the lines of said roads or water routes; Provided, said reduction shall not make the rates less than the Standard Tariff Rates for the shortest line between said points; Provided further, that before taking effect, the proposed changes of rates shall be submitted to and approved by this Commission.

48. No freight rates now in existence in this State shall be changed without the consent of this Commission, Provided however that where the Constitution is violated by charging more for a shorter than for a longer distance, such overcharge shall be reduced for the shorter distance to make same conform to law.

MINIMUM CHARGES.

49. All shipments shall be charged for at actual weight and rate, with a minimum of 25 cents when the shipment moves over one road, 40 cents when the shipment moves over two roads, and 60 cents when the shipment moves over three roads.

50. No Carrier doing business in this State shall permit a blockade of any class of freights on account of any arrangement existing between it and other Carriers as to the transportation of freight according to percentage or otherwise.

51. The right of a shipper to direct by what Carrier or Carriers in this State, his shipments shall be transported shall be observed by all Carriers. No Carrier shall decline or refuse to transport any article proper for transportation.

52. All Carriers shall upon demand issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad or water route issuing such receipt, and as far as practicable shall state the charges upon the same over the connecting roads or water routes transporting such freight; and in all cases the Carrier receiving such freight shipped shall be held responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by the Commission. When the consignee of such freight presents the Carrier's receipt to the agent of the Carrier last transporting said freight

such agent shall deliver the articles shipped, upon the payment of the rates charged for the class of freight as stipulated in said Carrier's receipt; but no part of freight bills need be paid by consignee until all the freight is delivered or Carrier makes good that portion of freight not delivered.

53. In all cases of claims against Carriers for loss or damage to freight, delivering Carrier must settle for same within 30 days at point of destination, or at the point of shipment, as the claimant may elect.

54. All overcharges on freight by any Carrier shall be settled within 30 days after demand by consignee or his representative upon the agent at the delivering depot or landing, or at point of shipment, as the claimant may elect. Whenever an overcharge on freight has been made on a shipment over two or more railroads or water routes, or any part of two or more roads or water routes, it shall be settled by the delivering Carrier. If the overcharge is made on a shipment to a flag station, the demand may be made on the agent at the regular station to which the same was billed.

55. All freight depots must be kept open each day (Sundays excepted) for the receiving and delivering of freight between the hours of 7 a. m. and 6 p. m., with an intermission from 12 m. to 1 p. m.

56. No Carrier shall, for any cause, subject any article of freight to unreasonable delay in receiving, delivering or forwarding the same to its destination.

57. When a shipment is offered at a point where there are two routes over connecting lines to destination, it shall be the duty of the Carrier making shipment to forward same by the shortest route, unless the rate charged over the longer route does not exceed that of the shorter, or unless otherwise ordered by the shipper.

58. All stock cars shall be bedded at the expense of the Carrier.

RULES GOVERNING ERECTION AND LOCATION OF DEPOTS.

59. From and after date no change of freight or passenger depots or flag stations from their present location, or suspension of the sale of tickets, or the receiving or forwarding of freights from stations now in use for such purpose, will be permitted without the consent of this Commission.

60. Permission for the location of depots and the construction of same must be secured from this Commission. Application for such permits must be accompanied by all information necessary for a full and proper understanding of all interests to be affected thereby. The Commission reserves the right to pass upon the location of all switches and spurs.

61. No switches or spurs now in use in this State shall be removed or abandoned without the consent of this Commission.

TARIFF AND RULES GOVERNING TELEGRAPH COMPANIES.

62. No Telegraph Company shall charge or collect more than twenty-five (25c) cents for any message of ten words or less, exclusive of date, address and signature, between any two points on its lines within the limits of the State, nor more than two cents for each additional word on any day message nor more than one cent for each additional word on a night message.

63. All messages offered for transmission must be promptly forwarded and delivered.

64. No Telegraph office where messages are received and transmitted shall be discontinued or abolished without first obtaining the consent of this Commission upon an application duly filed by the said Company desiring such discontinuance, wherein shall be stated the reasons therefor.

TARIFF AND RULES GOVERNING TELEPHONE COMPANIES.

65. No Telephone Company shall charge or collect more than twenty-five cents for any written message of ten words or less, exclusive of date, address, and signature, between any two points on its lines within the limits of the State, nor more than two cents for each additional word on any day message nor more than one cent for each additional word on a night message.

66. All messages offered for transmission must be promptly forwarded and delivered.

67. No Telephone office where messages are received and transmitted shall be discontinued or abolished without first obtaining the consent of this Commission upon an application

duly filed by the said company desiring such discontinuance wherein shall be stated the reasons therefor.

68. There shall be no increase in the rates now charged for rent of instruments, or for the use of public station instruments for conversation without the consent of this Commission; nor shall any rates be put in force at new exchanges, or on new toll lines, or elsewhere, before said rates shall have been authorized by this Commission.

69. No subscriber shall be hindered in the enjoyment of telephone communication, nor shall instruments be removed from the premises of subscribers except for failure to pay tariff rates authorized by this Commission. Where no tariff has been authorized the Commission will consider the "rate" to be the amounts which the patrons are paying for rent of instruments and toll line service in their respective localities.

MISCELLANEOUS RULES.

OFFICIAL JOURNAL.

70. The Daily Advocate, a newspaper published daily in the City of Baton Rouge, Louisiana, is hereby declared to be the Official Journal of this Commission, and publication of its Rules and Regulations, Circulars, Tariffs, etc., in said Journal will be considered official notice to all whom they may concern. All Rules and Regulations, Circulars, Tariffs, etc., as above, shall be effective five days after the date of publication, unless otherwise specified by the Commission.

ANNUAL REPORTS.

71. Annual reports shall be required from all Railroad, Steamboat and other Water Craft, Express, Telephone, Telegraph and Sleeping Car Companies, to be filed with this Commission on or by the first day of September of each year. These reports to cover the fiscal year ending June 30, of each year.

TIME TABLES.

72. All Carriers in Louisiana shall furnish to the Railroad Commission at once a complete list of their working schedules, together with copies of such schedules, and shall furnish the Commission with new schedules whenever changes are made, as soon as such schedules are received from the printer.

CAR SERVICE RULES

FOR THE CITY OF NEW ORLEANS.

The following car service rules were adopted for the City of New Orleans, on August 2, 1900, as the result of an investigation by the Commission. •

RULE NO. 1.

Sec. 1. All freight in cars loaded or unloaded by consignors or consignees, taking track delivery, is subject to car service charges.

Sec. 2. Railroad Companies shall give prompt notice, by mail or otherwise, to consignee of arrival of goods together with weight and amount of freight charges due thereon; and, when goods or freight of any kind in car load quantities arrive, said notice must contain letters or initials of car, number of car, weight and amount of freight charges due on the same. Car service charges will be assessed if the goods are not removed in conformity with the following rules and regulations. No car service charges, however, shall in any case be allowed, unless legal notice of the arrival has been given to the owner or consignee thereof by the railroad company.

RULE NO. 2.

Definition of Legal Notice.

Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of arrival of freight, free time begins at 7 o'clock a. m., on the day after such legal notice has been given.

Constructive notice referred to consists of posting notice by mail to the consignee; provided, however, that if in any case, where notice of arrival is given by mail, the consignee will make oath that neither he, his agents, or employees have received such notice, then no car service shall be made until after legal notice, as above specified, is given.

RULE NO. 3.

Sec. 1. On all freight subject to car service charges, except bananas, cocoanuts, coal, coke, bulk meats, watermelons, and grain for elevators, two days or forty-eight hours will be allowed free of charge.

Sec. 2. Bananas and cocoanuts, when cars are placed for loading, will be allowed five days free of charge. Exempt when loaded by importers.

Sec. 3. On cars containing coal and coke three days storage will be allowed in addition to the forty-eight hours for unloading, except when order for placing is given or bulk is broken within three days, in which case but forty-eight hours will be allowed from the time of placing or the breaking of bulk.

Sec. 4. On cars containing watermelons five days or one hundred and twenty-four hours will be allowed free of charge.

Sec. 5. On cars containing bulk meats four days, or ninety-six hours will be allowed free of charge.

Sec. 6. No charge will be made on cars containing grain for elevators.

Sec. 7. On all cars containing export freight, ten days free of charge will be allowed.

RULE NO. 4.

Sec. 1. At the expiration of the free time allowed a charge of One Dollar per car per day, or fraction thereof, shall be made and collected upon all cars subject to car service charges, Sundays and legal holidays excepted.

Sec. 2. When both cars and tracks are owned by the same party no charge will be made; but when private cars are detained on the tracks of other firms or individuals, or on the tracks belonging to or operated by railroad companies, or cars belonging to the latter upon private tracks, the established charge of One Dollar per car per day or fraction thereof, will apply.*

RULE NO. 5.

Sec. 1. Cars containing freight for delivery, are to be placed immediately upon the payment of freight charges, or as soon thereafter as the ordinary routine of yard work will permit.

Sec. 2. The delivery of cars ordered to private tracks shall be considered to have been affected when such cars have been placed on tracks designated, or if such track or tracks be full, when the road offering the cars would have made delivery had such tracks permitted.

*NOTE.—When both cars and track are owned by the same party, cars will be released when placed.

Sec. 3. When any consignee shall receive four or more cars during any one day, said cars in excess of three shall be allowed twenty-four hours additional free time.

RULE NO. 6.

Cars detained at any point within the limits of the Louisiana Car Service Association by reason of being billed to order and awaiting bills of lading and instructions as to disposition by shipper or consignee are subject to car service charges, under these rules, and the car service must be collected before the delivery of the freight.

RULE NO. 7.

Cars detained on account of neglect of consignors to furnish shipping instructions, or detained on account of error in shipping instruction, or detained by reason of improper unsafe, or excessive loading, shall be subject to car service charges under the rules provided consignor or his agent has been promptly notified of the cause of detaining same.

RULE NO. 8.

It shall be optional with any line to decline to receive loaded cars unless accompanied by billing instructions. If such billing directions are not bona fide, the Car Service Rules will be enforced on such cars by the agent of the receiving road. If the contents of such cars are transferred into cars of receiving road before final directions are furnished by shipper, the Car Service charge will continue on the cars into which the freight is transferred. In case any road cannot receive freight from other lines, it shall promptly notify the delivering line of the inability to receive, so that the delivering line may so notify consignor or consignee who may make other disposition of the shipment. Should such cars remain on track after such notice to consignor or consignee, car service will be charged after the expiration of the free time allowed from the hour of such notice and agents will refuse to deliver such cars until after all car service charges are paid.

RULE NO. 9.

Consignees will not be allowed to detain cars more than forty-eight hours without charge, because they intend to re-consign shipment or to load such cars with other freight. Cars will not be subject to orders for loading, by the owners of the property contained therein, or any other shipper, until same are empty.

RULE NO. 10.

On empty cars placed for loading One Dollar per car per day or fraction thereof will be made on all cars not loaded within forty-eight hours computed from seven o'clock a. m., of the day following the day said car or cars are placed.

RULE NO. 11.

Railroad Companies are authorized to increase the free period on any commodity as may be agreed upon between themselves whereby the charges specified in these rules may be lessened.

RULE NO. 12.

Railroad Companies are authorized to increase the free property in public warehouses at the expense of the owner, if same is not removed from car before car service charges attach.

RULE NO. 13.

When consignors ship goods consigned to themselves or order, it shall be the duty of the railroad company to give legal notice to such consignees or persons to whom shipping directions order delivery. This notice may be addressed by mail to consignee at point of delivery and car service will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases whether the consignee actually receives the same or not.

RULE NO. 14.

Whenever the weather during the free period is so severe, inclement, or rainy that it is impracticable to secure means or removal or where from the nature of the goods removal would cause injury or damage, such time shall be added to the free period, and no car service charges will be allowed for such additional time. This rule applies only to freight which cannot be loaded or unloaded in stormy weather without damage thereto, but will not apply when the weather is continuously fair, during the free time allowed for loading or unloading.

CIRCULARS AND TARIFFS,

ISSUED BY THE COMMISSION,

**From May 1st, 1900, to April 30th, 1901,
Inclusive.**

Circular No. 7.

RAILROAD COMMISSION OF LOUISIANA.

Baton Rouge, July 7, 1900.

Your attention is called to the fact that at a General Session of the Commission held in New Orleans, La., December 13, 14 & 15, 1899, it was

Ordered, That the minimum weight of a car load of Sugar Cane shall be fifteen tons, and all Carriers using a higher minimum are notified to correct their tariffs to conform with the provision of this order at once.

The printed report of the Commission, in order No. 38, shows twenty tons. This is an error. Please correct if a report should reach you without the correction being made.

By order of the Commission.

W. M. BARROW, Secretary.

Circular No. 8.

RAILROAD COMMISSION OF LOUISIANA.

Baton Rouge, July 16, 1900.

At its next session, to be held at Baton Rouge, July 30, 1900, at 10 a. m., the Railroad Commission of Louisiana will consider a tariff of rates on sugar cane applying on all lines in the State. All rail and boat lines are notified to file a tabulated statement of their tariffs showing mileage and special rates, before the hearing.

All parties interested are hereby notified of the hearing and requested to be present.

By order of the Commission.

W. M. BARROW, Secretary.

Circular No. 9.

RAILROAD COMMISSION OF LOUISIANA.

Baton Rouge, July 16, 1900.

At its next meeting, to be held July 31, 1900, at Baton Rouge, La., the Railroad Commission of Louisiana will consider a tariff of rates on flat, compressed, and round-bale cotton, and on cotton seed, applying on all lines in the State.

All parties interested are hereby notified of the hearing and requested to be present.

By order of the Commission.

W. M. BARROW, Secretary.

Circular No. 10.

RAILROAD COMMISSION OF LOUISIANA.

Baton Rouge, August 3, 1900.

**CONSTRUCTION ON RULE 13, PAGE 9, OF THE RULES
AND REGULATIONS OF THE RAILROAD COMMISSION
OF LOUISIANA.**

The Commission will consider that Rule No. 13, Page No. 9, of its Rules and Regulations has been complied with when wholesome water is kept in the office at stations and a painted or printed notice to that effect is posted at the ticket window.

By order of the Commission.

W. M. BARROW, Secretary.

Circular No. 11.

RAILROAD COMMISSION OF LOUISIANA.

Baton Rouge, August 3, 1900.

The Railroad Commission of Louisiana has issued the following General Order:

ORDER NO. 90. ROUND BALE COTTON.

Ordered, That cotton in round bales shall take the same rate as compressed cotton in square bales.

The attention of all Carriers is called to the above order.

By order of the Commission.

W. M. BARROW, Secretary.

Circular No. 12, Cancelled by Circular No. 13.

Circular No. 13, Cancels Circular No. 12.

RAILROAD COMMISSION OF LOUISIANA.

Baton Rouge, August 22, 1900.

The attention all Carriers in the State of Louisiana is directed to the following:

ORDER NO. 93. CANCELLING ORDER NO. 91.

(General Order.)

At a special session of the Railroad Commission of Louisiana, held in New Orleans, La., August 21, 1900, it was

Ordered, That the Cane Tariff published in the Commission's Order No. 91 is hereby cancelled, and the following Tariff on Sugar Cane, with the foot-notes added, is hereby adopted for the use of all Carriers handling that commodity in the State of Louisiana.

SUGAR CANE.

DISTANCES.	Rates in Cents Per Ton of 2000 Lbs.
1 to 25 miles	50
25 to 35 miles	55
35 to 50 miles	65
50 to 100 miles	75
100 to 150 miles	100
150 to 200 miles	125

Minimum, fifteen tons to a car effective at once.

NOTE. This Tariff shall not affect any rates now on file with the Commission which are less than the rates above prescribed.

Above rates shall govern, provided the cane products are shipped by the same Carrier; provided further, that said Car-

rier will make as low rates as are made by other competing Carriers.

If the product is not shipped as above provided, the rates will be one hundred per cent higher.

By order of the Commission.

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Circular No. 14, Cancelled by Circular No. 17.

Circular No. 15.

RAILROAD COMMISSION OF LOUISIANA.

Baton Rouge, February 15, 1901.

On February 25, 1901, at Baton Rouge, Louisiana, the Railroad Commission of Louisiana will confer with the various Carriers of the State relative to the establishment of a standard tariff on cotton and cotton seed. You are notified of the hearing in order that you may be present if you so desire. The Commission proposes to treat this subject in a similar manner to its Cane Tariff, i. e., allowing Carriers to collect a higher rate when they do not receive the compressed cotton or the cotton seed products out from points of concentration.

By order of the Commission.

W. M. BARROW, Secretary.

Circular No. 16.

RAILROAD COMMISSION OF LOUISIANA.

Baton Rouge, February 28, 1901.

ORDER NO. 139.

At a General Session of the Commission, held in its office at Baton Rouge, La., Wednesday, February 7, 1901, it was

Ordered, That Order No. 126 is hereby cancelled.

In place thereof, the following rule is adopted covering the subject of

MINIMUM CHARGES.

All shipments shall be charged for at actual weight and rate, with a minimum of 25 cents when the shipment moves over one road, 40 cents when the shipment moves over two roads, and 60 cents when the shipment moves over three or more roads.

All conflicting rules and orders are hereby cancelled.

By order of the Commission.

Commissioners:

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Circular No. 17.

RAILROAD COMMISSION OF LOUISIANA.

Baton Rouge, La., March 27, 1901.

ORDER NO. 147.

Illinois Central Company, et als., No. 165 in re., petition to rescind Commission's Order No. 135.

On rehearing granted, it was

Ordered, That Order No. 135 of the Railroad Commission of Louisiana, be amended and re-enacted, as follows:

All Carriers in Louisiana shall furnish to the Railroad Commission, at once, a complete list of their working schedules, together with copies of such schedules, and shall furnish the Commission with new schedules whenever changes are made, as soon as such schedules are received from the printer.

The rest of the order is rescinded.

By order of the Commission.

Commissioners.

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Circular No. 18

RAILROAD COMMISSION OF LOUISIANA.

Baton Rouge, La., March 27, 1901.

**INSTRUCTIONS WITH REGARD TO FILING TARIFFS
WITH THE RAILROAD COMMISSION OF LOU-
ISIANA.**

There seems to be some misunderstanding with regard to the requirements of the Commission for filing tariffs and obtaining authority for rates, and the following instructions are therefore issued for the information of all concerned:

A complete list and file of tariffs of all transportation companies in the State are kept at the office of the Commission.

No changes in these tariffs can be made without authority from the Commission.

To obtain authority to change, cancel, or in any way alter any tariff on file with the Commission, address a letter to the Secretary of the Commission, at Baton Rouge, La. In this letter name the rate existing, and the rate for which authority is directed. A statement may be attached to your letter, showing old and proposed rates. If you desire a copy of the rates returned, send two copies with your letter.

If the rates proposed do not increase old rates, authority will be sent you at once.

If proposed rates are increased, they will first be submitted to the Commission, and you will be advised of their action as soon as possible.

An authority letter, containing a number, will be sent you, if the rates are approved. Have the number printed on the first page of your tariff in this form, "La. Commission No. _____."

As soon as the tariff is received from the printer, mail two copies to the Secretary of the Commission, Baton Rouge, La.

Always state in your application the time when you desire tariffs to become effective.

Special emergency rates are issued in exceptional cases, and expire at a fixed time, or with the shipment they are issued to cover.

Tariffs applying on strictly interstate business are not required.

If you do not understand this Circular, write to the Secretary of the Commission for further information.

Please read carefully and preserve for future reference.

By order of the Commission.

W. M. BARROW, Secretary.

Baton Rouge, La., March 27, 1901.

TARIFFS,
ISSUED BY THE COMMISSION,
Since May 1st, 1901.

RAILROAD COMMISSION OF LOUISIANA.

AUTHORITY NO. 570.

ORDER NO. 106.

CLASS AND COMMODITY TARIFF NO. 1.

Applying on the Texas and Pacific Railway Company, From New Orleans to Points Named.

CLASSES.

	MILES.	1	2	3	4	5	A	B	C	D	E
Grosse Tete	100.9	40	35	30	25	20	18	16	14	12	10
Rosedale	103.7	40	35	30	25	20	18	16	14	12	10
Marion	107.5	40	35	30	25	20	18	16	14	12	10
Forloche	117.5	45	40	35	30	25	23	20	19	17	15
Ravenwood	124.8	45	40	35	30	25	23	20	19	17	15

COMMODITIES.

	(Straw, Hay, Bran, etc., per cwt.			Beef, pork, H. Pro- ducts, per cwt.			Flour, per bbl.			Meal, Hominy and Grits, per bbl.			Bagging and Ties, per cwt.			Lime and Cement, per cwt.			Salt, per cwt.		
	C. L.	L. C. L.	L. C. L.	C. L.	L. C. L.	L. C. L.	C. L.	L. C. L.	L. C. L.	C. L.	L. C. L.	L. C. L.	C. L.	L. C. L.	L. C. L.	C. L.	L. C. L.	L. C. L.	C. L.	L. C. L.	L. C. L.
Grosbe Tate	10	17½	17½	12½	15	15	20	25	20	25	25	25	10	12½	10	10	12½	10	12½	12½	12½
Ro-edale	10	17½	17½	12½	15	15	20	25	20	25	25	25	10	12½	10	10	12½	10	12½	12½	12½
Marigomin	10	17½	17½	12½	15	15	20	25	20	25	25	25	10	12½	10	10	12½	10	12½	12½	12½
Fordoché	15	17½	17½	15	17½	17½	25	30	25	30	30	30	15	17½	12	12	14	12½	12½	12½	12½
Rave swood	15	17½	17½	15	17½	17½	25	30	25	30	30	30	15	17½	12	12	14	12½	12½	12½	12½

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Effective at once.

By order of the Commission.

Commissioners, { C. L. DE FUENTES, Chairman
R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., Sept. 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

AUTHORITY NO. 664.

Cancels Authority No. 572.

AMENDMENT NO. 1 TO CLASS AND COMMODITY
TARIFF NO. 2.

Applying on the Texas & Pacific, and N. & R. R. V. R. R.,
From Shreveport to Points on Natchitoches & Red River
Valley Railroad.

CLASSES.

1	2	3	4	5	A	B	C	D	E
55	47	42	32	25	25	25	22	20	19

COMMODITIES.

ARTICLES.	Rates.
Bottled Beer and Ale, in casks .....	.80 per cask.
Bagging and Ties, carload .....	.25 pe cwt.
Bagging and Ties, less than carload .....	.25 per cwt.
Fertilizers, carload	\$ 1.45 per ton.
Flour, Meal, Hominy and Grits, carload .....	.34 per bbl.
Flour, Meal Hominy and Grits, less than carload ...	.34 per bbl.
Grain, Hay, Bran, and Mill Feed, carload .....	.22 per cwt.
Grain, Hay, Bran, and Mill Feed, less than carload .....	.22 per cwt.
Ice and Beer, carloads	37.50 per car.
Kegs, empty, returned	9½ per 100 lb
Lime and Cement, carload .....	.60 per bbl.
Lime and Cement, less than carload .....	.60 per bbl.
Molasses, carload .....	.22 per cwt.
Molasses, less than carload .....	.22 per cwt.
Packing-house Products, carload .....	.25 per cwt.
Packing-house Products less than carload .....	.25 per cwt.
Sugar and Rice, carload .....	.20 per cwt.
Sugar and Rice, less than carload .....	.20 per cwt.
Whiskey, Liquors and Oils in barrels	1.30 per bbl.
Wire, Nails, Horse and Mule Shoes .....	.25 per 100 lb

Cancels all conflicting rates.

Effective Nov. 21, 1900.

By order of the Commission.

Commissioners, { C. L. DE FUENTES, Chairman.
R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., Nov. 16, 1900.

RAILROAD COMMISSION OF LOUISIANA.

AUTHORITY NO. 665.

Cancels Authority 571.

COTTON, FLAT, AND COTTON SEED, CARLOADS,
MIN. 30,000 LBS.

Applying on the Texas & Pacific Railway, to New Orleans, La.

	Miles.	Cotton, Flat, per bale.	Cotton Seed, per cwt.
Ravenswood.....	124.8	\$1.00	.11
Fordoche.....	117.5	1.00	.11
Maringouin.....	107.5	1.00	.10
Rosedale.....	103.7	1.00	.10
Grosse Tete.....	100.9	1.00	.10

Cancels all other rates now in effect on these commodities
from points named.

Effective at once.

By order of the Commission.

Commissioners, { C. L. DE FUENTES, Chairman.
R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., Nov. 16, 1900.

COTTON.

FROM	TO	Rate Per Bale.
Opelousas	Lafayette	*25 cents

*When reshipped to New Orleans refund of 10 cents per bale shall be made.

COTTON.

FROM	TO	Rate Per Bale.
Mermentau, Estherwood, Crowley	Opelousas	35 cents.
Midland Branch, North and South Extension ...	Opelousas	45 cents.
Rayne, Duson, Scott	Opelousas	*25 cents.
New Iberia, St Martins- ville Broussard, Lafa- yette	Opelousas	*25 cents.
Iberia and Vermilion Rail- way Stations	Opelousas	*35 cents.
Arnaudville Extension of St. Martinsville Branch.	Opelousas	*35 cents.

*When reshipped to New Orleans refund of 10 cents per bale shall be made.

INSPECTIONS.

On January 7, 1901, Commissioners DeFuentes and Sims accompanied by the Secretary, proceeded to Lake Charles over the Southern Pacific for the purpose of inspecting the Kansas City Southern Railway in Louisiana. Superintendent W. E. Green met the Commission at Lake Charles, and the inspecting party proceeded over the entire line in Louisiana, going first to visit the terminals of the road at Port Arthur, just across the line in Texas. The depot at Lake Charles was found to be a new brick building, comfortably heated, and conforming with all the rules of the Commission. There is a separate freight depot at Lake Charles.

Westlake, the depot is in first class condition, and the rules of the Commission complied with. The style of the depot is a frame structure containing separate passenger waiting rooms, and freight room, and is known as the Standard Passenger Depot No. 2. An agent is in charge.

DeQuincey, the depot is the No. 1 Standard, being smaller than No. 2; but complete in details, with an agent in charge.

Singer, No. 1 Standard, good condition, agent in charge.

Bon Ami, No. 1 Standard Depot in course of construction.

De Ridder, No. 1 Standard Depot, with agent in charge. Good condition. Receives freight from Rosepine, for billing.

Rosepine, Passenger Pagoda. Tickets on sale at T. J. Williams' store.

Neame, No. 1 Standard Depot, with agent in charge. Good condition.

Pickering, No. 1 Standard Depot, with agent in charge. Good condition.

Cooper, flag station, No. depot, Tickets sold in store near the station. Pickering is the nearest station south, and Leesville the nearest station north.

Leesville, No. 1 Standard Depot. Agent in charge. Good condition.

Orange, No depot. Passenger pagoda and platform. Tickets sold at Hancock's store. Nearest station Leesville, south and Hornbeck, north.

Hornbeck, No. 1 Standard Depot, recently renovated. Agent in charge. Condition good.

Florien, No. 1 Standard Depot. Agent in charge. Condition good.

Fisher, No. 1 Standard Depot. Agent in charge. New.
 Many, No. 2 Standard Depot. Agent in charge. Condition good.

Zwolle, No. 2 Standard Depot. Agent in charge. Condition good.

Noble, flag station. Sawmill town of six stores and one sawmill. Nearest station Zwolle, south, Converse, north.

Converse, No. 1 Standard Depot. No agent. New depot. There is a agent to receive freight. Freight north is billed from Benson. Freight south is billed from Zwolle.

Benson, new No. 1 Standard Depot. Agent in charge.

Mansfield. No. 2 Standard Depot. Agent in charge. Condition good.

Kingston, flag station. No regular agent. Man in charge to sell tickets, meet passenger trains, and look after freight. Nearest station Mansfield, south; Frierson, north.

Frierson, small No. 1 Standard Depot. Agent in charge. Condition, new.

Shreveport. This road uses the depot and tracks of the Kansas City, Shreveport & Gulf Terminal Compay, at Shreveport, which is a Union Depot, paying therefor a fixed money rental.

The stations above Shreveport are all in good condition, and meet the requirements of the Commission.

On its inspection, the Commission found this Company had two steam shovels at work on the Southern portion of the line grading and ballasting the roadbed with gravel. The condition of the track when the work had been completed was excellent. The track on other portions of the road was rough, and there were many curves. The improvement of ballasting is being carried over the whole line. The grade is being straightened in many places to avoid curves.

The Commission found that no notices were posted in stations stating that tariffs were on file, and instructed that orders be issued at once to all agents of the Company to comply with this rule.

The Commission closed its inspection at Shreveport and then proceeded to inspect the V. S. & P. R. R., as far as Rayville.

C. L. de FUENTES,
 Chairman.

R. N. SIMS,
 W. L. FOSTER.

W. M. BARROW, Secretary.

INSPECTIONS.

Vicksburg, Shreveport & Pacific Railroad from Shreveport to Rayville.

Chairman C. L. DeFuentes, Commissioners Sims and Foster, with the Secretary, proceeded to inspect the Vicksburg, Shreveport & Pacific Railroad on January 8, 1901, from Shreveport to Rayville. Superintendent Ford accompanied the Commission.

Houghton depot in good condition. All requirements met. Agent in charge.

Sibley, condition of depot, good. Agent in charge. All rules complied with.

Dubberly, depot in good condition. All conditions complied with. Agent in charge.

Taylor, flag station. Pagoda for passengers. Nearest station, Dubberly, west; Gibbsland, east.

Gibbsland, depot old and in need of painting. Used as a joint depot with Louisiana & Northwest Railroad. Freight depot separate.

Arcadia, depot in fair condition. Agent in charge. Rules complied with.

Simsboro, depot in good condition. Agent in charge.

Ruston, new depot. Passenger trains stop at Union station. Freight trains stop at separate depot. Depot is also used by Arkansas Southern Railroad Company.

Choudrant, depot in good condition. Agent in charge.

Calhoun, depot in good condition. Agent in charge.

West Monroe, depot in good condition. Agent in charge.

Monroe, passenger and freight depots separate. Good condition. All rules complied with.

Girard, depot in good condition. All rules complied with.

Rayville, depot in good condition. All rules complied with.

The road-bed of this railroad is in good condition. On the western extremity, near Shreveport, and across what is known as "Red River Bottoms," the grade is being raised several feet, above the high water mark. A steam shovel was at work and the road is being ballasted with gravel. The

track is in a good condition, though in some parts a little rough. The ballasting will improve this condition.

The rules of the Commission are observed strictly by this company, and in all stations notices are posted that tariffs are on file and may be seen upon application.

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

INSPECTIONS.

New Orleans & Northwestern Railway.

On January 8th, the Commission inspected this road from Collinston to Vidalia.

Collinston, the depot is used jointly with the St. Louis, Iron Mountain & Southern Railway. It is in good condition, but rather small for the traffic.

Oakridge, depot in fair condition. Ample for the business.

Rayville, depot in good condition, with agent in charge.

Archibald, depot old and delapidated. Agent in charge. Improvements to be made.

Mangham, new depot. Agent in charge.

Winnsboro, depot old but in good condition. Agent in charge.

Gilbert, new depot. Agent in charge.

Elam, flag station. Shed for passengers.

Peck, flag station.

Florence, depot in fair condition. Lately repaired. Agent in charge.

Clayton, depot in good condition. Agent in charge.

Vidalia, depot in good condition. Agent in charge. Terminus of line in Louisiana. Freight depot separate. Trains are crossed to Natchez by transfer.

The Commission found no notices of tariffs posted and ordered them posted at once.

The roadbed is being rapidly improved. New cross-ties are being placed in, and grade raised. The road runs through a number of miles of swamp lands. (The railroad has been bought by the Missouri Pacific system since the inspection and important improvements will rapidly be made.)

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Orders Issued by the Railroad Commission.

RAILROAD COMMISSION OF LOUISIANA.

Case No. 87. Order No. 66.

Vicksburg, Shreveport & Pacific Railroad Company, Ex parti.
Petition to do away with certain flag stations and regular stops on petitioner's line in Louisiana.

After due hearing and consideration, at a General Session held at Baton Rouge, May 22, 1900, it was

Ordered, That the prayer of the petition be granted, except in the case of West Monroe, which place is to receive the same freight and passenger service heretofore furnished by the petitioner; provided, that the fast through train to be put on by petitioner shall not be compelled to stop at West Monroe.

By order of the Commission:

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., May 23, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Case No. 90. Order No. 67.

Citizens of West Monroe, et als.,

vs.

Vicksburg, Shreveport & Pacific Railroad Company.

In the matter of discontinuing West Monroe as a regular passenger and freight stop for trains on the defendant's line.

At a General Session, held at Baton Rouge, May 22, 1900, it was

Ordered, That the prayer of the petition be granted, except in the case of the fast through train to be put on by defendants, which shall not be required to stop at West Monroe; provided, the town of West Monroe receives the same passenger and freight service as it has received heretofore.

By order of the Commission:

Commissioners:

C. L. de FUENTES,

(Seal.)

Chairman.

R. N. SIMS,

W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., May 23, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Case No. 93. Order No. 68.

Citizens of Opelousas,

vs.

The Southern Pacific Company.

In the matter of discriminations against Opelousas and other points in St. Landry parish.

After due hearing and investigation, it is

Ordered, That the following tariff on cotton be placed in effect by the defendant company:

COTTON.

FROM	To	Rate Per Bale.
Mermentau, Esterwood, Crowley	Opelousas.....	35 cents.
Midland Branch, North and South Extension..	Opelousas.....	45 cents.
Rayne, Duson, Scott	Opelousas.....	*25 cents.
New Iberia, St. Martins- ville, Broussard, Laf- ayette.....	Opelousas.....	*35 cents.
Iberia and Vermilion Railway Stations	Opelousas.....	*35 cents.
Armandville Extension of St. Martinsville Branch	Opelousas.....	*35 cents.

*When reshipped to New Orleans refund of 10 cents per bale shall be made.

By order of the Commission:

Commissioners.

C. L. de FUENTES.

Chairman.

R. N. SIMS.

W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., May 25, 1900.

RAILROAD COMMISSION OF LOUISIANA

Case No. 72. Order No. 69.

Henry McCall,

vs.

Texas & Pacific Railway Company.

In the matter of raising rates and minimum on cane.

After due investigation, the Commission decides that the defendant company charged the regular tariff rates, and if there was a question of violation of any contract between the plaintiff and defendant whereby plaintiff sustained loss or damage, the same comes properly within the jurisdiction of the civil courts, and not of the Commission.

It being the purpose of the Commission to revise the cane rates before the next harvest season, the matter of a change

in the present tariff is deferred; it is therefore

Ordered, That the case be dismissed.

By order of the Commission:

Commissioners.

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., May 25, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Case No. 91. Order No. 70.

Oscar Daspit,

vs.

Wells Fargo and Company, Express.

In the matter of excessive rates on wicker work.

After due investigation, the Commission found that the regular tariff rates had been charged, which on account of the frail and bulky nature of this class of articles, were entitled to a higher rate than other articles, and for this reason, it was

Ordered, That the case be dismissed.

By order of the Commission:

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., May 25, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 71.

At a General Session of the Railroad Commission of Louisiana, held at its office at Baton Rouge, May 23, 1900, it was

Ordered, That the following rule be adopted, effective at once, and is hereby made Rule No. 3, page 13, of the Commission's Rules and Regulations:

Rule 3. Page 13. No switches or spurs now in use in this State shall be removed or abandoned without the consent of this Commission.

By order of the Commission:

(Seal.)

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.
Baton Rouge, La., May 25, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 72.

To the Southern Pacific Company:

At a Special Session of the Railroad Commission of Louisiana, held at its office at Baton Rouge, May 30, 1900, it was

Ordered, That the following tariff be put in effect at once by the said, the Southern Pacific Company:

COTTON.

From	To	Rate Per Bale.
Opelousas.....	Lafayette.....	*25 cents.

*When reshipped to New Orleans refund of 10 cents per bale shall be made.

By order of the Commission:

(Seal.)

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.
Baton Rouge, La., May 30, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Case No. 102. Order No. 73.

Amended by Order No. 92.

Citizens of Minden, Ex parti:

In the matter of petition to allow the Louisiana & Arkansas Railroad Company to put on special train between Minden and Sibley, to be known as the "Minden train" to carry passengers between Minden and Sibley at the rate of twenty-five cents for each passenger.

The petition having received the approval of each of the three Commissioners, it is ordered,

That the prayer of the petition be granted, to take effect at once.

By order of the Commission:

Commissioners:

C. L. de FUENTES,
Chairman.R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., June 12, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 74. Case No. 96.

Lafayette Compress Company,

vs.

The Southern Pacific Company.

In the matter of rates on cotton between Lafayette and Opelousas.

After due hearing and investigation of the facts and evidence submitted, it is

Ordered, That the Commission finds the rates established by it between Lafayette and Opelousas are reasonable and just and are therefore sustained and the case dismissed.

By order of the Commission:

Commissioners:

C. L. de FUENTES,
Chairman.R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., June 29, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 75. Case No. 97.

Shreveport, Red River & Natchitoches Telephone Company,
Ex parti:

In the matter of application for increase in rates for telephone service furnished by the petitioner to its patrons.

After due hearing and investigation, and upon the showing made of the earnings of the Company, it is

Ordered, That the petition to increase the rates be granted.

By order of the Commission:

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., June 29, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 76.

To the Louisiana & Northwest Railroad Company:

At a General Session of the Railroad Commission of Louisiana, held at its office in Baton Rouge, June 28, 1900, it was

Ordered, That the said, the Louisiana & Northwest Railroad Company shall, within sixty days from date of this order, repair and put in a comfortable condition the depot at Bienville, a point on its line in Bienville parish. And it is further

Ordered, That the said, the Louisiana & Northwest Railroad Company, shall at once provide comfortable seats in its depot at Homer, a point on its line in Claiborne parish, and shall provide water coolers and ice water for its patrons, and shall erect sanitary closets in connection with said station at Homer, in conformity with the Rules and Regulations of this Commission.

By order of the Commission:

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., June 29, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 77. Case No. 99.

Railroad Commission of Louisiana,

vs.

The St. Louis Southwestern Railway Company.

In the matter of violation of the Commission's rules by discontinuing "Willow Chutes" as a flag station.

After due hearing and investigation, and upon the showing made in the evidence submitted that the defendant company only discontinued the stop through error temporarily, and that immediately it was made a flag stop, it is

Ordered, That the case be dismissed.

By order of the Commission:

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,

W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., June 29, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 78. Case No. 98.

C. A. Geison,

vs.

Louisiana & Northwest Railroad Company.

In the matter of excess baggage rates.

After due hearing and investigation, and upon examination of the tariffs on excess baggage on the road of said company, it is

Ordered, That the following rates on excess baggage be put in at once by the Louisiana & Northwest Railroad Company, i. e.:

EXCESS BAGGAGE.

DISTANCE	Rates in Cents Per 100 Pounds.
5 miles or less	5
30 miles and over 5	10
15 miles and over 30	15
Over 45 miles	25

Effective at once.

By order of the Commission:

Commissioners:

C. L. de FUENTES,

(Seal.)

Chairman.

R. N. SIMS,

W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., June 29, 1900.

RAILROAD COMMISSION OF LOUISIANA

Order No. 79. Case No. 103.

Rescinding Order No. 65.

Texas & Pacific Railway Company, Ex parte:

In the matter of application to have Order No. 65, of the Railroad Commission of Louisiana rescinded.

After due hearing and upon the evidence submitted, it having been shown that it was a physical impossibility to comply with the Commission's Order No. 65, in the time specified, and for other reasons, it is

Ordered, That the Commission's Order No. 65 is hereby temporarily rescinded.

By order of the Commission:

Commissioners:

C. L. de FUENTES,

(Seal.)

Chairman.

R. N. SIMS,

W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., June 29, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 80. Case No. 111.

Railroad Commission of Louisiana,

vs.

The Pullman Company.

In the matter of violations of the Rules and Regulations of the Commission by failing to provide ice water on Sleeping Car "Clindo," running on the Texas & Pacific Railroad on June 8, 1900.

After due hearing and investigation, it having been shown that an effort had been made to supply ice water by the conductor in charge of the sleeping car, and that he did himself purchase ice for this purpose at Melville, which afterwards gave out, and it having been further shown that the shortage of ice was immediately reported and that the supply was at once doubled in quantity, it is

Ordered, That the case be dismissed, with a warning to the said Pullman Company against a like occurrence in the future.

By order of the Commission:

Commissioners:

C. L. de FUENTES,
Chairman.

(Seal.)

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., June 29, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 81. Case No. 73.

Patrons of Berwick Station.

vs.

The Southern Pacific Company.

In the matter of petition for depot and agent at Berwick.

Upon investigation the Commission finds that the facilities offered for the handling of freight at Berwick Station,

on the line operated by the said Southern Pacific Company, are entirely inadequate. It is therefore,

Ordered, That the said Southern Pacific Company erect, within sixty days from the date of this order, a suitable freight depot at Berwick, with a floor space of not less than five hundred square feet, and that the said Company shall provide a representative or agent at that point.

By order of the Commission:

Commissioners:

C. L. de FUENTES,
Chairman.
R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., August 2nd, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 82. Case No. 112.

Railroad Commission of Louisiana,

vs.

Vicksburg, Shreveport and Pacific Railroad Company, and J.
H. McCormack, Receiver.

In the matter of violation of rules by failure to provide water coolers in stations.

Upon consideration of the facts in this case, it was

Ordered, That the Commission will consider that Rule No. 13, page No. 9, of the Rules and Regulations has been complied with when wholesome water is kept in the office at stations, and a printed or painted notice to that effect is posted at the ticket window.

By order of the Commission.

C. L. de FUENTES,,
Chairman.
R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., August 2nd, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 83. Case No. 115.

Philip S. Pugh,

vs.

The Southern Pacific Company.

In the matter of unfit and inferior coaches on its branch lines from Gueydan to Crowley, and from Eunice to Crowley, and violation of the Commission's Rules by charging more than standard passenger rates on these branches.

OPINION OF THE COMMISSION.

SIMS, Commissioner.

This case came up for hearing August 1st, 1900. The Plaintiff primarily complained that the Defendant Company equipped the branches to Gueydan and to Eunice, respectively, with unfit and inferior passenger coaches. This being denied by the Defendant, and the Plaintiff having admitted that the coaches now in use provide ample and suitable accommodations, that portion of the complaint is not to be considered.

The Plaintiff further averred that the Defendant was violating Rule No. 6 of the Commission's Rules and Regulations governing the Transportation of Passengers by charging more than three cents per mile. Soon after the organization of the Commission, all carriers in the State were ordered to file with the Commission their freight and passenger tariffs. These tariffs when so filed, under the Rules of the Commission, became the fixed rates, and could not be changed without the authority or under order of the Commission. The Southern Pacific Company filed passenger tariffs for the above mentioned branch lines, naming as the existing rate five cents per mile as authorized under Act 133 of 1894, General Assembly of the State of Louisiana, on each of said branches. The rules of the Commission having been complied with as above stated, the question of violation of the rules is also disposed of.

The real question, then, confronting the Commission, is, Are the revenues from the aforesaid branch lines sufficient to warrant a reduction in the present passenger fares? The Commission thinks not. An examination of the records of the Southern Pacific Company shows that the expenditures on these branch lines for operating and maintenance of tracks, equipments, etc., is considerably in excess of the total reve-

nues derived from both through and local freight and passenger business.

These being the facts in the case, the Commission cannot see its way clear to reduce the rates as prayed for by the Plaintiff, at this time. It is therefore,

Ordered, That the petition of the Plaintiff be dismissed.
By order of the Commission.

Commissioners:

C. L. de FUENTES.,

Chairman.

R. N. SIMS,

W. L. FOSTER,

W. M. BARROW, Secretary.

Baton Rouge, La., August 2, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 84. Case No. 117.

Citizens of Stonewall,

vs.

Texas & Pacific Railway Company.

In the matter of petition for regular agent at Stonewall,

Upon investigation of this case, it having been shown that the depot at Stonewall was in charge of a keeper, who met all trains and took care of freight until called for, and that the revenues of the Company at that station did not warrant the maintenance of a regular agency, it was

Ordered, That the case be dismissed.

By order of the Commission:

Commissioners:

C. L. de FUENTES.,

Chairman.

R. N. SIMS,

W. L. FOSTER,

W. M. BARROW, Secretary.

Baton Rouge, La., August 2, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 85. Case No. 118.

Railroad Commission of Louisiana,

vs.

The Cumberland Telephone and Telegraph Company.

In the matter of violation of rules by raising rates at Shreveport.

Upon due investigation, it was found that the Cumberland Telephone and Telegraph Company had not raised their rates at Shreveport, and it was therefore

Ordered, That the case be dismissed.

By order of the Commission.

Commissioners:

(Seal.)

C. L. de FUENTES,,
Chairman.

R. N. SIMS,

W. L. FOSTER,

W. M. BARROW, Secretary.

Baton Rouge, La., August 2, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 86. Case No. 95.

Kansas City Southern Railway Company. Ex parti:

In the matter of petition to remove spur track at Hollingsworth, La.

After due consideration, it is

Ordered, That the petition be denied.

By order of the Commission.

Commissioners:

(Seal.)

C. L. de FUENTES,,
Chairman.

R. N. SIMS,

W. L. FOSTER,

W. M. BARROW, Secretary.

Baton Rouge, La., August 2, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 87. Case No. 113.

Railroad Commission of Louisiana,

vs.

Kansas City Southern Railway Company.

In the matter of violation of the Commission's Rules by removing Guy's Spur without the consent of the Commission.

Upon investigation of this case, it having been shown that Guy's Spur, located at Mile Post 396 3-10, on the Kansas City Southern Railway, had been removed on or about June 13th, 1900, in violation of Commission's Rule No. 3, page 13, contained in Order No. 71, published in the Daily Advocate, the Official Journal of the Commission, on May 27th, 1900 it is therefore

Ordered, That the said Kansas City Southern Railway Company be and is hereby fined the sum of One Thousand Dollars.

By order of the Commission.

Commissioners:

C. L. de FUENTES,,
Chairman.

R. N. SIMS,
W. L. FOSTER,

W. M. BARROW, Secretary.

Baton Rouge, La., August 2, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 88.

To the Kansas City Southern Railway Company:

RATES ON COTTON TO SHREVEPORT.

The following rates on flat cotton from the points named to Shreveport, La., are ordered put in effect at once by the above named company:

COTTON—FLAT.

FROM	Miles.	Rate Per Bale.
Rodes-a to Shreveport.....	40	.75
Myrtis to Shreveport.....	37	.75
Vivian to Shreveport.....	33	.50
Gallaway to Shreveport.....	25	.50
Ananias to Shreveport.....	24	.50
Mooringsport to Shreveport.....	20	.35
Blanchard to Shreveport.....	11	.25
Shreveport to Forbing.....	6	.25
Shreveport to Frierson.....	17	.25
Shreveport to King-ton.....	21	.50
Shreveport to Holingsworth.....	30	.50
Shreveport to Mansfield.....	34	.50
Shreveport to Guy's Spur.....	36	.75
Shreveport to Benson.....	45	.75
Shreveport to Converse.....	50	.75
Shreveport to Palmer's Mill.....	60	.75
Shreveport to Zwolle.....	62	.75
Shreveport to Many.....	74	.75
Shreveport to Florian.....	83	.75
Shreveport to Christie.....	88	.75
Shreveport to Hornbeck.....	92	.75
Shreveport to Orange.....	99	.75
Shreveport to Hawthorne.....	106	.75
Shreveport to Leesville.....	109	.75
Shreveport to Cooper.....	114	.75
Shreveport to Pickering.....	116	.75
Shreveport to Neame.....	120	.75
Shreveport to Rose Pine.....	124	.75
Shreveport to De Ridder.....	130	.75
Shreveport to Singer.....	143	.75
Shreveport to De Quincy.....	159	.75
Shreveport to Edgewood.....	167	.75
Shreveport to Houston River.....	173	.75

By order of the Commission.

Commissioners:

C. L. de FUENTES,,

(Seal.)

Chairman.

R. N. SIMS,

W. L. FOSTER,

W. M. BARROW, Secretary.

Baton Rouge, La., August 2, 1900.

RAILROAD COMMISSION OF LOUISIANA.**Order No. 89.****To the Louisiana Car Service Association, New Orleans, La.:****CAR SERVICE RULES.**

The following car service rules applying in the City of New Orleans, are hereby ordered put in effect:

RULE NO. 1.

Sec. 1. All freight in cars loaded or unloaded by consignors or consignees, taking track delivery, is subject to car service charges.

Sec. 2. Railroad Companies shall give prompt notice, by mail or otherwise, to consignee of arrival of goods, together with weight and amount of freight charges due thereon; and, when goods or freight of any kind in car load quantities arrive, said notice must contain letters or initials of car, number of car, weight and amount of freight charges due on the same. Car service charges will be assessed if the goods are not removed in conformity with the following rules and regulations. No car service charges, however, shall in any case be allowed, unless legal notice of the arrival has been given to the owner or consignee thereof by the railroad company.

RULE N. 2.**Definition of Legal Notice.**

Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of arrival of freight, free time begins at 7 o'clock a. m. on the day after such legal notice has been given. Constructive notice referred consists of posting notice by mail to the consignee; provided, however, that if in any case, where notice of arrival is given by mail, the consignee will make oath that neither he, his agents, or employees have received such notice, then no car service shall be made until after legal notice, as above specified, is given.

RULE NO. 3.

Sec. 1. On all freight subject to car service charges, except bananas, cocoanuts, coal, coke, bulk meats, watermelons

and grain for elevators, two days or forty-eight hours will be allowed free of charge.

Sec. 2. Bananas and cocoanuts, when cars are placed for loading, will be allowed five days free of charge. (Exempt when loaded by importers).

Sec. 3. On cars containing coal and coke three days storage will be allowed in addition to the forty-eight hours for unloading, except when order for placing is given or bulk is broken within the three days, in which case but forty-eight hours will be allowed from the time of placing or the breaking of bulk.

Sec. 4. On cars containing watermelons five days or one hundred and twenty hours will be allowed free of charge.

Sec. 5. On cars containing bulk meats four days, or ninety-six hours will be allowed free of charge.

Sec. 6. No charge will be made on cars containing grain for elevators.

Sec. 7. On all cars containing export freight, ten days free of charge will be allowed.

RULE NO. 4.

Sec. 1. At the expiration of the free time allowed a charge of One Dollar per car per day, or fraction thereof, shall be made and collected upon all cars subject to car service charges.

Sec. 2. When both cars and tracks are owned by the same party no charge will be made; but when private cars are detained on the tracks of other firms or individuals, or on the tracks belonging to or operated by railroad companies, or cars belonging to the latter upon private tracks, the established charge of One Dollar per car per day or fraction thereof, will apply.*

RULE NO. 5.

Sec. 1. Cars containing freight for delivery are to be placed immediately upon the payment of freight charges, or as soon thereafter as the ordinary routine of yard work will permit.

Sec. 2. The delivery of cars ordered to private tracks shall be considered to have been affected when such cars have been placed on tracks designated, or if such track or tracks be full, when the road offering the cars would have made delivery had such tracks permitted.

*NOTE.—When both cars and track are owned by the same party, cars will be released when placed.

Sec. 3. When any consignee shall receive four or more cars during any one day, said cars in excess of three shall be allowed twenty-four hours additional free time.

RULE NO. 6.

Cars detained at any point within the limits of the Louisiana Car Service Association by reason of being billed to order and awaiting bills of lading and instructions as to disposition by shipper or consignee are subject to car service charges, under these rules, and the car service must be collected before the delivery of the freight.

RULE NO 7.

Cars detained on account of neglect of consignors to furnish shipping instructions, or detained on account of error in shipping instructions, or detained by reason of improper, unsafe, or excessive loading, shall be subject to car service charges under these rules, provided consignor or his agent has been properly notified of the cause of detaining same.

RULE NO. 8.

It shall be optional with any line to decline to receive loaded cars unless accompanied by billing instructions. If such billing directions are not bona fide, the Car Service Rules will be enforced on such cars by the agent of the receiving road. If the contents of such cars are transferred into cars of receiving road before final directions are furnished by shipper, the Car Service charge will continue on the cars into which the freight is transferred. In case any road cannot receive freight from other lines, it shall promptly notify the delivering line of the inability to receive, so that the delivering line may so notify consignor or consignee who may make other disposition of the shipment. Should such cars remain on track after such notice to consignor or consignee, car service will be charged after the expiration of the free time allowed from the hour of such notice, and agents will refuse to deliver such cars until after all car service charges are paid.

RULE NO. 9.

Consignees will not be allowed to detain cars more than forty-eight hours without charge, because they intend to reconsign shipment or to load such cars with other freight. Cars will not be subject to orders for loading, by the owners of the property contained therein, or any other shipper, until same are empty.

RULE NO. 10.

On empty cars placed for loading One Dollar per car per day or fraction thereof will be made on all cars not loaded within forty-eight hours computed from seven o'clock a. m., of the day following the days said car or cars are placed.

RULE NO. 11.

Railroad Companies are authorized to increase the free period on any commodity as may be agreed upon between themselves, whereby the charges specified in these rules may be lessened.

RULE NO. 12.

Railroad Companies are authorized to unload and to store property in public warehouses at the expense of the owner, if same is not removed from car before car service charges attach.

RULE NO. 13.

When consignors ship goods consigned to themselves or order, it shall be the duty of the railroad company to give legal notice to such consignees or persons, to whom shipping directions order delivery. This notice may be addressed by mail to consignee at point of delivery, and car service will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receives the same or not.

RULE NO. 14.

Whenever the weather during the free period is so severe, inclement, or rainy that it is impracticable to secure means of removal or where from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period, and no car service charges will be allowed for such additional time. This rule applies only to freight which cannot be loaded or unloaded in stormy weather without damage thereto, but will not apply when the weather is continuously fair, during the free time allowed for loading or unloading.

By order of the Commission.

(Seal.)

C. L. de FUENTES,,
Chairman.
R. N. SIMS,
W. L. FOSTER,

W. M. BARROW, Secretary.
Baton Rouge, La., August 2, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 90.

ROUND BALE COTTON.

General Order.

At a General Session of the Railroad Commission of Louisiana, held in its offices at Baton Rouge, La., August 2, 1900, it was

Ordered, That cotton in round bales shall take the same rate as compressed cotton in square bales.

By order of the Commission.

Commissioners:

C. L. de FUENTES,,
Chairman.

R. N. SIMS,
W. L. FOSTER,

W. M. BARROW, Secretary.

Baton Rouge, La., August 2, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 91. Authority No. 494.

Cancelled by Order No. 93.

General Order.

At a General Session of the Commission held at its offices in Baton Rouge, August 2, 1900, it was

Ordered, That the following Tariff on Sugar Cane is adopted for the use of all carriers handling that commodity in the State of Louisiana:

SUGAR CANE.

DISTANCES.	Rates in Cents Per ton of 2,000 Lbs.
1 to 25 miles.....	50
25 to 35 miles.....	55
35 to 50 miles.....	65
50 to 100 miles.....	75
100 to 150 miles.....	100
150 to 200 miles.....	125

Effective August 15, 1900.

This tariff shall not affect any rates now on file with the

Commission which are less than the rates above prescribed.

By order of the Commission.

Commissioners:

C. L. de FUENTES,,
Chairman.

R. N. SIMS,
W. L. FOSTER,

W. M. BARROW, Secretary.

Baton Rouge, La., August 2, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 92. Amending Order No. 73.

To the Louisiana & Arkansas Railroad Company:

In the matter of rates between Minden and Sibley.

It is hereby,

Ordered, That the above order of the Commission, No. 73, is extended to cover all trains running between Minden and Sibley, upon which the rate of 25 cents for each passenger shall apply.

By order of the Commission.

Commissioners:

C. L. de FUENTES,,
Chairman.

R. N. SIMS,
W. L. FOSTER,

W. M. BARROW, Secretary.

Baton Rouge, La., August 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 93. Cancels Order No. 91.

General Order.

At a Special Session of the Railroad Commission of Louisiana, held in New Orleans, La., August 21, 1900, it was,

Ordered, That the Cane Tariff published in the Commission's Order No. 91, is hereby cancelled, and the following Tariff on Sugar Cane, with the foot-notes added, is hereby adopted for the use of all carriers handling that commodity in the State of Louisiana:

SUGAR CANE.

DISTANCES.	Rates in Cents Per ton of 2,000 Lbs.
1 to 25 miles.....	50
25 to 33 miles.....	55
35 to 50 miles.....	65
50 to 100 miles.....	75
100 to 150 miles.....	100
150 to 200 miles.....	125

Minimum fifteen tons to a car.

Effective at once.

Note—This Tariff shall not affect any rates now on file with the Commission which are less than the rates above prescribed.

Above rates shall govern, provided the cane product is shipped by the same carrier; provided, further, that said carrier will make as low rates as are made by other competing carriers.

If the product is not shipped as above provided, the rates will be 100 per cent higher.

By order of the Commission.

Commissioners:

C. L. de FUENTES,,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., August 22, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 94. Case No. 94.

Oscar Baughman,

vs.

Ward & Bass.

In the matter of reducing rates without consent of the Commission, thereby violating the Commission's Rules.

Upon due hearing and investigation, it having been shown

that no change had been made in the rates filed with the Commission, it was

Ordered, That the case be dismissed.

By order of the Commission.

Commissioners:

C. L. de FUENTES,,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., September 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 95. Case No. 126.

Railroad Commission of Louisiana,

vs.

St. Louis Southwestern Railway Company.

In the matter of violation of Rules of the Commission by failure to provide ladies' toilets at stations on line.

Upon due investigation by Commissioner Foster, and hearing before the Commission, it was shown that the Company had not provided ladies' toilets at Benson and Alden's Bridge Stations. It is therefore

Ordered, That the said St. Louis Southwestern Railway Company be and is hereby fined the sum of Two Hundred Dollars, or One Hundred Dollars for each of the above offenses.

By order of the Commission.

Commissioners:

C. L. de FUENTES,,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., September 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 96. Case No. 127.

Railroad Commission of Louisiana,

vs.

St. Louis Southwestern Railway Company.

In the matter of violating the Commission's Rule by raising rates on lumber from Alden's Bridge to Shreveport.

After due investigation, and upon the showing made by the defendants that the rates in question were increased in error, and that refunds of all over-charges had been made, it was

Ordered, That the case be dismissed.

By order of the Commission.

Commissioners:

C. L. de FUENTES,,

(Seal.)

Chairman.

R. N. SIMS,

W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., September 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 97. Case No. 89.

Uriah Millsaps,

vs.

Vicksburg, Shreveport & Pacific Railroad Company.

In the matter of violating rules by raising rates on cotton from Monroe to New Orleans, which in transit passes through a portion of the State of Mississippi.

The Commission rules that traffic originating at a point within the State of Louisiana and destined to another point within the same, but which in transit passes through a portion, or portions of, another, or other States, is interstate

commerce, and comes under the jurisdiction of this Commission.

By order of the Commission.

Commissioners:

C. L. de FUENTES,,
Chairman.

(Seal.)

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., September 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 98. Case No. 116.

Railroad Commission of Louisiana,

vs.

St. Louis Southwestern Railway Company.

In the matter of violation of rules by failing to provide water in stations.

After due hearing and investigation, it having been shown that water was kept in the agents' offices at stations, it was

Ordered, That the case be dismissed.

By order of the Commission.

Commissioners:

C. L. de FUENTES,,
Chairman.

(Seal.)

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., September 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 99. Case No. 75.

Citizens of Gueydan,

vs.

The Southern Pacific Company.

In the matter of petition for increased train service between Gueydan and Crowley.

After due hearing and investigation, it having been shown by the Company that the revenues derived from the Gueydan branch did not justify an order increasing the service, it was

Ordered, That the case be dismissed.

By order of the Commission:

Commissioners:

C. L. de FUENTES,,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., September 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 100. Case No. 114.

Citizens of Haynesville,

vs.

Louisiana & Northwest Railroad Company.

In the matter of depot at Haynesville.

Upon due investigation by the Commission, it having been shown that a depot had been built, opened, and is now in operation, and open to passengers and freight traffic, with an agent in charge, it is

Ordered, That the case be dismissed.

By order of the Commission:

Commissioners:

C. L. de FUENTES,,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., September 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 101. Case No. 124.

National Oil Works and Mill Supply,

vs.

The Illinois Central Railroad Company.

In the matter of refusal to handle tank offered defendants for movement on their terminals at New Orleans.

OPINION AND DECISION.

SIMS, Commissioner.

The facts in this case show that the car load of freight which plaintiffs aver that defendants refused to receive and switch over their tracks, was moved from Toledo, Ohio, under a through bill of lading, and over several lines of railway, being destined to a point on defendant's line. In the opinion of this Commission, this was plainly an interstate shipment, and for that reason, the Commission being without jurisdiction in the matter, will not attempt to pass upon the merits of plaintiffs' complaint. The Supreme Court of the United States has several times decided what constituted an interstate shipment, and recently in a case appealed from the Supreme Court of Iowa, (*Rhodes vs Iowa*. 170 U. S. 112), the Court, (Mr. Justice White being the organ of the Court), so plainly laid down the law as to leave no question as to the nature of the shipment in this case.

Case dismissed.

By order of the Commission:

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., September 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 102. Case No. 136.

Kansas City Southern Railway Company, Ex parti.

In the matter of application for re-hearing on Commission's Order No. 87, fining the said road \$1,000 for violating rules by removing Guy's Spur.

It is ordered, That the application for re-hearing be refused, and the company warned that for each time it violates the Commission's Order, it shall be held liable for a separate offense.

By order of the Commission.

Commissioners:

C. L. de FUENTES.,

(Seal.)

Chairman.

R. N. SIMS,

W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., September 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 103. Case No. 137.

Kansas City Southern Railway Company, Ex parti.

In the matter of application for re-hearing on the Commission's Order No. 88, naming rates on Cotton on the petitioner's line.

It is ordered, That the application for re-hearing be refused and that the rates named in Order No. 88 shall be effective as published.

By order of the Commission.

Commissioners:

C. L. de FUENTES,

(Seal.)

Chairman.

R. N. SIMS,

W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., September 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.**Order No. 104. Case No. 133.****The Godchaux Company, Limited,****vs.****The Southern Pacific Company.****In the matter of racking cane cars.****OPINION AND DECISION.****SIMS, Commissioner.**

An investigation of this case disclosed the following facts:

When the Commission issued its Cane Tariff in Order No. 93, under date of August 22, 1900, all railroads transporting cane, with the single exception of the Southern Pacific Company, furnished to their patrons cars racked at their expense.

It is claimed by all carriers that the earnings from the cane traffic are small, and, in some instances, unremunerative; but the Commission gathers that it is and has been the policy of cane carriers to endeavor by fair dealing to stimulate the cane industry, thereby greatly increasing the freight tonnage and the revenues from the cane products.

The Commission is not unmindful of the great good which all the carriers have done the cane producers by furnishing them with facilities to sell their cane to the distant refineries, and the great stimulus which this has been to the cane industry; but while commending the action of the carriers, we must not lose sight of the fact that increased acreage means increased freight tonnage, and increased tonnage means increased revenues to the carrier, and that in the consideration of this question, the interests of the producer must also be considered.

The contention of the Southern Pacific Company that in the settlement of this question only the revenues derived directly from the hauling of cane should and can be considered is not approved by this Commission.

The Commission holds that all collateral conditions and benefits must be considered, and that the ultimate beneficial results accruing in the nature of increased revenues derived from the products of the cane handled, enters into the case as a material factor.

The Southern Pacific Company further contends that the action of the other railroads in the premises should not be considered, for the reason that said Southern Pacific Company has a better road-bed, more costly to maintain; that it pays larger salaries to its employees, etc., and that its expenses of operation and maintenance are, as a rule greater, and that conditions differ materially.

The Commission considers the action of the other railroads only insofar as it tends to indicate the policy of the railroads of this State toward the cane producer.

In the opinion of the Commission, the question of the expense of operation and maintenance above mentioned, is offset by the large tonnage of freight moved on defendant's lines, and the revenue derived therefrom.

Everything considered, the Commission cannot see its way clear to grant any exemption in favor of defendant, the Southern Pacific Company.

It is therefore,

Ordered, That the Southern Pacific Company must rack, or bear the expense of racking, all cane cars. Racks to be made the same as those constructed by shippers in 1899.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., September 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 105. Case No. 32.

A. Kaufman,

vs.

The Texas and Pacific Railway Company.

In the matter of discriminations in rates against Gross Tete, Rosedale and Maringouin.

Upon due investigation, it having been found that the petition in this case was covered by a petition in the case

of Louis S. Weber, vs. The Texas & Pacific Company, and that the matters complained of were precisely and identically the same, so that an adjustment and settlement of one case would apply in either, it was

Ordered, That this case be dismissed, and the parties referred to the Commission's Order No. 106, fixing rates to Gross Tete, Rosedale, Maringouin, Fordoche and Ravenswood.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

(Seal.)

W. M. BARROW, Secretary.

Baton Rouge, La., September 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 106- Case No. 50.

Louis S. Webre,

vs.

The Texas & Pacific Railway Company.

In the matter of unreasonable and discriminating rates from New Orleans to Gross Tete, Rosedale, Maringouin, and other points to New Orleans, and from New Orleans to said points.

After due hearing and investigation, and a careful comparison of the rates with other points on defendant's line, equal distant from New Orleans, it having been shown that the rates complained against were unreasonable and discriminating in their effect, it is

Ordered, That the rates named in the Commission's Class and Commodity Tariff No. 1, are hereby put in effect.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., September 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 107. Case No. 108.

Shreveport Traffic Association,

vs.

Texas & Pacific Railway Company.

In the matter of discriminations against Shreveport in favor of New Orleans, in class and commodity rates to Natchitoches.

After due hearing and investigation, it having been shown that certain discriminations existed, it was

Ordered, That the rates named in the Commission's Commodity and Class Tariff No. 2, be, and are hereby placed in effect.

By order of the Commission.

Commissioners:

C. L. de FUENTES,

Chairman.

(Seal.)

R. N. SIMS,

W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., September 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 108. Case No. 119.

Citizens of Frenier,

vs.

Illinois Central Railroad Company.

In the matter of petition for depot at Frenier.

Upon due hearing and investigation, it having been shown that the facilities for passengers and freight at Frenier were inadequate, it is

Ordered, That the defendant shall erect within sixty days from the date of this order, a station containing two passenger waiting rooms containing one hundred square feet each, and a

freight room containing not less than two hundred square feet.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.

(Seal.)

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.
Baton Rouge, La., September 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 109. Case No. 36.

Citizens of Rush Point,

vs.

Texarkana, Shreveport & Natchez Railroad.

In the matter of re-hearing on Commission's Order No. 54, affirming Order No. 15, refusing depot at Belcher.

Upon due hearing and investigation, and considering new evidence submitted, it is

Ordered, That the defendant Company shall build, within thirty days from the date of this order, a closed freight room at Belcher, with a floor space of not less than one hundred and fifty square feet.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.

(Seal.)

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.
Baton Rouge, La., September 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 110. Case No. 105.

Henry Keller,

vs.

East Louisiana Railroad Company.

In the matter of discriminating against complainant by refusing to haul lumber offered for shipment.

Upon due hearing and investigation, it having been shown that defendants owned no equipment with which to handle the timber offered, and for that reason could not handle it, it was

Ordered, That the case be dismissed.
By order of the Commission.

Commissioners:

(Seal.) C. L. de FUENTES,
Chairman.
R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.
Baton Rouge, La., September 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 111. Case No. 30.

Monroe Board of Trade,

vs.

Vicksburg, Shreveport & Pacific Company.

In the matter of switching charges between Monroe and West Monroe.

Upon further consideration of the facts in this case, it was

Ordered, That the switching charges between terminals in Monroe and West Monroe shall be Three Dollars per car.

By order of the Commission.

Commissioners:

(Seal.) C. L. de FUENTES,
Chairman.
R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.
Baton Rouge, La., September 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 112.

AMENDMENT TO RULES. REHEARINGS.

Application for re-hearings must be applied for by filing with the Commission, at its office in Baton Rouge, within ten days from the date of the order up which re-hearing is desired, a written petition in triplicate.

By order of the Commission.

Commissioners:

(Seal.)

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.
Baton Rouge, La., September 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 113. Case No. 107.

Citizens of Amite,

vs.

Illinois Central Railroad Company.

In the matter of complaint against rates between Amite City and New Orleans.

After due hearing and investigation, it was decided to partially settle the complaint. It was therefore.

Ordered, That the following rates be put in by the defendant company:

COTTON, FLAT.

FROM	Miles	Rate Per Bale.
Pontchatoula to New Orleans .....		.75
Hammond to New Orleans	53	.75
Ticfaw to New Orleans	56	.85
Independence to New Orleans	62	.95
Gullet's to New Orleans	67	1.05
Amite to New Orleans	69	1.05
Roseland to New Orleans	71	1.15
Arcola to New Orleans	72	1.15
Hyde to New Orleans	75	1.25
Tangipahoa to New Orleans	79	1.25
Kentwood to New Orleans	83	1.30

Effective at once.

By order of the Commission.

Commissioners:

(Seal.)

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.
Baton Rouge, La., September 21, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 114. Case No. 138.

Hewett, et als.,

vs.

New Orleans & Northwestern Railway Company.

In the matter of petition for depot at Mangham.

Ordered, That the defendant Company, The New Orleans & Northwestern Railway Company, be and is hereby directed to erect a convenient, modern, and comfortable depot, with white and colored passenger waiting rooms, freight rooms, and all necessary appurtenances, at Mangham, a point on its line, by the first day of January, 1901.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., November 16, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 115. Case No. 139.

L. M. Calhoun,

vs.

New Orleans & Northwestern Railway Company.

In the matter of petition for depot at Gilbert.

Ordered, That the defendant company, The New Orleans & Northwestern Railway Company, be and is hereby directed to erect a convenient, modern, and comfortable depot, with waiting rooms for white and colored passengers, freight room, all necessary appurtenances, at Gilbert, a point on its line, by the first day of January, 1901.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., November 16, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 116. Case No. 137.

Henry Denegre,

vs.

Steamer New Camelia.

In the matter of separate cabins for white and colored passengers.

The Chairman, Hon. C. L. deFuentes, was authorized to investigate the case in person and direct such changes on the boat as he deemed necessary, and it was

Ordered, That the case be dismissed.

By order of the Commission.

Commissioners:

C. L. de FUENTES,

Chairman.

R. N. SIMS,

W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., November 16, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 117. Case No. 134.

Citizens of Doss,

vs.

St. Louis, Iron Mountain & Southern Railway Company.

In the matter of petition for depot at Doss.

Owing to the close proximity of Doss to Collinston, where a depot, telegraph office and agent are maintained, it finds no reasonable necessity for complying with plaintiff's petition.

As to plaintiff's contract with defendant, requiring defendant to maintain a depot at Doss, the Commission is of the opinion that this is a matter to be decided by the Civil Courts. It is therefore,

Ordered, That the case be dismissed.

By order of the Commission:

Commissioners:

C. L. de FUENTES,

Chairman.

R. N. SIMS,

W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., November 16, 1900.

BEFORE THE RAILROAD COMMISSION OF LOUISIANA.

Order No. 118. Case No. 79.

New Orleans Board of Trade, et als.,

vs.

The Cumberland Telephone and Telegraph Company.

In the matter of petition for reduction of rates for telephone service in the City of New Orleans.

W. S. Parker and S. L. Breaux, for Plaintiffs.

George Denegre, for Defendants.

OPINION AND ORDER OF THE COMMISSION.

SIMS, Commissioner.

Complaint of the charges made by the Cumberland Telephone and Telegraph Company in the City of New Orleans for telephone service, was first made to the Commission by the New Orleans Board of Trade and the case was fixed for hearing at the rooms of the Board of Trade in New Orleans on February 28, 1900.

After an extended hearing at which much testimony was taken, by mutual consent the case was continued, as both Plaintiff and Defendant desired to introduce further testimony which was not then available.

The case was again taken up by the Commission at the rooms of the New Orleans Board of Trade on March 22, 1900, both parties being fully represented. At this hearing the Plaintiffs were joined by all, or nearly all, the other commercial bodies of the City of New Orleans and the New Orleans Medical Society.

Much additional testimony was taken at this hearing, which extended over two days, and lengthy argument was made by counsel on both sides. At the conclusion of the argument, the Commission took the case under advisement.

On April 20, 1900, while the Commission still had this case under consideration, the Cumberland Telephone and Telegraph Company made application to the United States Circuit Court for an injunction against the Commission, and secured from the Honorable Don A. Pardee, Judge of said Court, a restraining order which practically tied the hands of the Commission and prevented them from issuing any further rule or order which might in any way affect the interests of the said Company.

This condition of affairs continued until the day set by the Court for the Commission to show cause why the injunction should not issue as prayed for in the Bill of Complaint, when in an interview between the Commission and its attorney and the attorneys of the Cumberland Company, an arrangement was arrived at whereby the Cumberland Company having withdrawn the case from the United States Courts, the Commission, upon the request of the Cumberland Company, agreed to hold up its decision until the books of the Company could be audited, that the Commission might accurately determine the value of the Cumberland Company's property in New Orleans and their assets and liabilities there.

In accordance with the above agreement, the Commission, after some delay, secured the services of Mr. George Wilkinson, Public Accountant and Auditor, of Chicago; an expert of wide experience; a man thoroughly reliable and competent.

The examination was begun at the main office of the Cumberland Company in Nashville, Tennessee, on the seventeenth day of July last, and one of the Commissioners was present for some time and saw that all books, papers, vouchers, etc., pertaining to the Louisiana business were placed unreservedly at the disposal of the expert for audit.

The examination was most complete. The books, now extant, of the Great Southern Telephone and Telegraph Company, the predecessors of the Cumberland Company, received close attention, and even minute details were most carefully looked after.

The report of Mr. Wilkinson, now before the Commission, discloses the affairs of the Cumberland Company in New Orleans in the following condition, and shows an enlargement of the plant, etc., as follows:

In March, 1898, when the Cumberland Company acquired the business of the Great Southern Telephone and Telegraph Company, it secured in New Orleans, 1,768 subscribers.

On August 1, 1900, the Cumberland Company had 3,394 subscribers in New Orleans.

In 1898 there were in force three flat rates, viz:

\$120 a year for long distance telephones.

\$96 a year for grounded line. (Blake transmitters.)

\$60 a year for same in residences.

These rates, with the imperfect equipment then in use, yielded to the Company substantial revenues, they having made a profit of 5 1-2 per cent on the capital invested.

In 1899, the rates had been completely metamorphosed and ranged from \$12 per year for ten party line service to \$120 per year for a direct, unlimited business line.

With the change in rates during this year came also a complete change in equipment; full metallic circuit lines being put in throughout the city. This means two wires, instead of one as formerly, to each direct line subscriber or circuit, and has proved more expensive to maintain. Residence party lines show no profit to the Company and even if no charge for depreciation is figured on the six and ten party line service, it is shown that such service has been performed at material loss to the Company.

In making a statement of the earnings and expenses for 1899, or for a period extending from March 1, 1899, to February 28, 1900, the accountant shows an actual loss of \$18,608.07. In this, however, he figures in 10 per cent for depreciation. If the depreciation were figured as low as 6 per cent it would show a profit of only \$6,481.40, or less than 1 per cent on the investment.

In view of the fact that at the trial of this case much stress was laid upon a comparison of the rates charged in New Orleans and those charged in several other large cities, in which telephone service was given by the Cumberland Company, it may be well here to cite a comparative table contained in the expert's report, which is as follows:

	New Orleans.	Nashville	Memphis.	Louisville.
Square miles of city covered by the exchange.....	25	8	10	13
Miles of pole lines.....	97	34	31	58
Miles of underground conduits..	164	None	None	72
Miles of wire.....	17,787	2,711	2,667	10,250
Number of circuits.....	2,111	2,221	2,268	3,315
Miles of wire per circuit.....	8 42-100	1 24-100	1 18-100	3 09-100
Number of subscribers.....	3,302	2,668	2,576	4,346
Population (1900 census).....	287,104	80,865	102,320	204,731
Population per telephone.....	87	30	40	47

An inspection of the above table will give the casual observer an idea of why the cost of maintenance in New Orleans is so high and why the proportionate outlay per cir-

cuit is greater than elsewhere in the Cumberland Company's territory.

It is manifest that 17,787 miles of wire, averaging 8 42-100 miles per circuit, costs more to install and is more expensive to maintain, than as in the case of Nashville, 2,751 miles of wire, averaging 1 24-100 miles per circuit, Memphis, 2,667 miles of wire, averaging 1 18-100 miles per circuit, and Louisville, 10,250 miles of wire averaging 3 09-100 miles per circuit.

This in brief, is a history of this case as presented to the Commission, together with brief extracts from the expert's report, showing the extent of the Cumberland Telephone and Telegraph Company's holdings in New Orleans and their earnings and expenses there up to March 1, 1900.

In reaching a conclusion and rendering a decision in this case, the Commission must under the law, consider the value of the Company's property, their earnings, expenses and net revenue.

As before mentioned, the report shows a loss for the year ending March 1, 1900, of \$18,608.07.

These figures are arrived at by figuring a depreciation of 10 per cent on a value of \$671,889.93, or rather 10 per cent on \$537,931.44, for a year, and 10 per cent on \$133,958.49, for eight months.

If, for the sake of argument, the figures of the expert are upset and a value is placed upon the plant of \$500,000.00, which, considering all the evidence introduced in this case, is a very conservative estimate, and a charge for depreciation on this amount of only 6 per cent is made, a net profit of only \$14,115.63 would result, or less than 3 per cent on the investment, and this after arbitrarily reducing the figures before us to the extent of \$171,889.93, and the depreciation charge 4 per cent.

The law and the evidence considered, the Commission cannot see that it is justified in issuing an order reducing the telephone charges in the City of New Orleans, as prayed for by the Plaintiffs at this time.

It is therefore ordered, that the prayer of petitioners be denied.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 119. Case No. 129.

Railroad Commission of Louisiana,

vs.

Western Union Telegraph Company.

In the matter of violation of rules by collecting charges for delivering message at Mansfield.

Upon due investigation, it was shown that no charge had been made or collected by the defendant company for the delivery of the message at Mansfield, and that if such a charge had been made, it was done by the messenger boy of his own accord and without the knowledge of the company, and had never been turned in to the company. It was therefore,

Ordered, That the case be dismissed.

By order of the Commission.

Commissioners.

C. L. de FUENTES,

Chairman.

R. N. SIMS,

W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., November 16, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 120. Case No. 132.

James McGee,

vs.

Southern Pacific Company.

In the matter of petition for reduction in rates on un-compressed cotton from Opelousas to New Orleans.

The Commission being of the opinion that the adjustment of the rates on cotton already made by it in previous orders, it is

Ordered, That the case be dismissed.

By order of the Commission.

Commissioners.

C. L. de FUENTES,

Chairman.

R. N. SIMS,

W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., November 16, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 121. Case No. 130.

Railroad Commission of Louisiana,

vs.

Kansas City Southern Railway Company.

In the matter of violation of rules by discontinuing the sale of tickets to, and discontinuing the stopping of trains, at Hollingsworth flag station.

It having been shown that the rules of the Commission have been violated by the Kansas City Southern Railway Company, defendants on the defense of pleading ignorance of the law, it is hereby

Ordered. That the Kansas City Southern Railway Company is fined the sum of One Thousand Dollars.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., November 16, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 122.

At a General Session of the Commission, held in Baton Rouge, La., November 16, 1900, the following rule was adopted:

DECISIONS, ORDERS, REHEARINGS.

Decisions and orders of the Commission shall become effective after ten judicial days have elapsed from the day they are rendered, and either party shall have a right, at any time within the said delay, to apply for a rehearing, by filing, in writing, with the Secretary of the Commission, at Baton Rouge, three copies of a petition, setting forth sub-

stantially the reasons for which he is dissatisfied with the decision or order of the Commission.

All rules, orders, or parts of rules or orders, in conflict with the above, are hereby denied.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., November 16, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 123.

To the Texas & Pacific Railway Company, Mr. W. F. Braggins,
D. F. A., New Orleans, La.:

The following rates on Flat Cotton are hereby ordered placed in effect on the above line, at once:

AUTHORITY NO. 665.

(Cancels Authority No. 571, Order No. 106).

Cotton, Flat, and Cotton Seed, car loads, Min. 30,000 lbs., applying on the Texas & Pacific Railway, to New Orleans, from points named:

	Miles	Cotton, Flat Per Bale	Cotton Seed Per Cwt.
Havenswood	124.8	\$1.00	.11
Fordoché	117.5	1.00	.11
Maringouin	107.5	1.00	.10
Rosedale	103.7	1.00	.10
Grosse Tête	100.9	1.00	.10

Cancels all other rates in effect on the above commodities from points named to New Orleans.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., November 16, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 124.

Railroad Commission of Louisiana,

vs.

Texarkana, Shreveport, & Natchez Railroad.

In re., discriminations on cotton seed rates into Shreveport.

The Commission investigated this case, and found that the rates complained against were allowed to shippers who consigned their products to mills in Shreveport, and shipped out again over the same line. This being a "milling in transit rate," was considered just and equitable by the Commission, and the case was

Ordered, Dismissed.

By order of the Commission.

Commissioners:

C. L. de FUENTES,

Chairman.

R. N. SIMS,

W. L. FOSTER.

(Seal.)

W. M. BARROW, Secretary.

Baton Rouge, La., December 12, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 25. Case No. 140.

T. Gordon Reddy,

vs.

The Southern Pacific Company.

In re., changing stopping of trains from Raceland to Bowie.

After personal examination of the situation, and hearing in this case, it was

Ordered, That the Southern Pacific Company be required to stop trains No. 7 and 8 at Bowie, instead of at Raceland, as formerly done.

By order of the Commission.

Commissioners:

C. L. de FUENTES,

Chairman.

R. N. SIMS,

W. L. FOSTER.

(Seal.)

W. M. BARROW, Secretary.

Baton Rouge, La., December 12, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 126. Amendment to Rules.

MINIMUM CHARGE.

At a General Session of the Railroad Commission of Louisiana, held in Baton Rouge, December 11, 1900, the following change was made in the rules.

Rule No. 7, under heading "Rules Governing Transportation of Freight," is hereby cancelled, and the following rules adopted in place thereof:

Rule No. 7 a. All shipments shall be charged for at actual weight and rate, with a minimum charge of 25 cents on a single shipment.

Cancels all conflicting orders and rules.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,

(Seal.)

W. M. BARROW, Secretary.

Baton Rouge, La., December 12, 1900.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 127. Case No. 109.

Affirmed by Order No. 146.

William A. Williams,

vs.

Steamers Warren and Trudeau.

In re., discriminations against plaintiff.

It having been shown that the defendants have discriminated against the Plaintiffs in this case, by making contracts in advance and thereby depriving defendants of the just rights of shippers to ship their goods by public carriers without preference, in their consecutive order of offering goods, it is hereby

Ordered and decreed, That the defendants, through their owners, agents, masters or representatives shall be and are fined the sum of One Hundred Dollars, to be paid within ten

days, excluding Sundays and legal holidays, from the date of this order.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., January 16, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 128. Case No. 62.

Edward Curry,

vs.

Yazoo & Mississippi Valley Railroad Company.

In re., overcharge on cotton.

This case having been disposed of by compromise, and rates established, effective December 10, 1900, it is hereby

Ordered, That the case be dismissed.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., January 16, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 129. Case No. 63.

George T. Norwood,

vs.

Yazoo & Mississippi Valley Railroad Company.

In re., overcharge on cotton.

This case having been disposed of by compromise, and

rates established, effective December 10, 1900, it is hereby
Ordered, That the case be dismissed.
By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

(Seal.)

W. M. BARROW, Secretary.

Baton Rouge, La., January 16, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 130. Case No. 64.

E. Meyer & Brother,

vs.

Yazoo & Mississippi Valley Railroad Company.

In re., overcharge on cotton.

This case having been disposed of by compromise, and
rates established, effective December 10, 1900, it is hereby

Ordered, That the case be dismissed.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

(Seal.)

W. M. BARROW, Secretary.

Baton Rouge, La., January 16, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 131. Case No. 66.

I. L. Heyman & Sons,

vs.

Yazoo & Mississippi Valley Railroad Company.

In re., overcharge on cotton.

This case having been disposed of by compromise, and

1004

rates established, effective December 10, 1900, it is hereby
Ordered, That the case be dismissed.
By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

(Seal.)

W. M. BARROW, Secretary.

Baton Rouge, La., January 16, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 132. Case No. 69.

Isadore Mayer,

vs.

Yazoo & Mississippi Valley Railroad Company.

In re., overcharge on cotton.

This case having been disposed of by compromise, and
rates established, effective December 10, 1900, it is hereby

Ordered, That the case be dismissed.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

(Seal.)

W. M. BARROW, Secretary.

Baton Rouge, La., January 16, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 133. Case No. 107.

Citizens of Amite,

vs.

Illinois Central Railroad Company

In the matter of passenger and freight rates New Orleans
Amite City.

After full investigation of this case, it is hereby
 Ordered, That Southern Classification No. 27 is hereby
 revoked, and Southern Classification No. 25 is re-instated,
 effective on and after January 27, 1901.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
 Chairman.

R. N. SIMS,
 W. L. FOSTER.

(Seal.)

W. M. BARROW, Secretary.

Baton Rouge, La., January 16, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 134. Case No. 141.

Kansas City Southern Railway Company, Ex-parti:

In re., petition for re-hearing on Commission's Order No. 88, fixing rates from points in Louisiana to Shreveport, on cotton.

Upon due hearing and investigation, it is hereby

Ordered, That the Commission's Order No. 88 be hereby
 set aside, it being understood that the rate from Vivian to
 Shreveport will be adjusted by the petitioners to a satisfac-
 tory basis.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
 Chairman.

R. N. SIMS,
 W. L. FOSTER,

(Seal.)

W. M. BARROW, Secretary.

Baton Rouge, La., January 16, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 135.

Amended by Order No. 147.

At a General Session of the Railroad Commission of Lou-

isiano, held at its office in Baton Rouge, January 16, 1901, it was ordered, that the following Rule be adopted.

RULE.

No regular passenger or freight train in operation in Louisiana shall be discontinued, or their schedules changed, without the consent of the Commission.

By order of the Commission.

Commissioners:

(Seal.) C. L. de FUENTES,
Chairman.
R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.
Baton Rouge, La., January 16, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 136. Case No. 157.

Citizens of Vanceville,

vs.

St. Louis Southwestern Railway Company.

In re., petition for depot at Vanceville.

After due hearing and investigation, it was

Ordered, That the St. Louis Southwestern Railway Company be and is hereby directed to erect at Vanceville, within sixty days from the date of this order, a pagoda for passengers, and a freight room containing not less than two hundred square feet.

By order of the Commission.

Commissioners.

(Seal.) R. N. SIMS,
W. L. FOSTER.

W. M. BARROW, Secretary.
Baton Rouge, La., February 28, 1901.

RAILROAD COMMISSION OF LOUISIANA.**Order No. 137. Case No. 160.****St. Louis Southwestern Railway Company, Ex parti:**

In re., petition to close the depot located at or near Commerce street, in Shreveport, and to discontinue the sale of tickets at that point.

Upon due hearing and investigation, it having been shown that the trains of the St. Louis Southwestern Railway Company run into the Union depot at Shreveport, at which point tickets are on sale, and further, that the location of the depot at or near Commerce street is dangerous and unnecessary, it is therefore,

Ordered, That the petition be granted.

By order of the Commission.

Commissioners:

(Seal.)

R. N. SIMS,

W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., February 28, 1901.

RAILROAD COMMISSION OF LOUISIANA.**Order No. 136. Case No. 142.****Mrs. E. Foret,****vs.****Southern Pacific Company, and Frank Barker, owner, Lockport and Raceland Flatboat Line.**

In re., rates on sugar to New Orleans.

Upon due investigation and hearing, it is

Ordered, That the Southern Pacific Company, and Frank Barker, owner, Lockport and Raceland Flatboat Line, shall adopt the following amendment to the Commission's Authority No. 204, covering tariff of rates on Sugar and Molasses from Bayou Lafourche points, south of Lafourche Crossing, to New Orleans, via. Raceland and Barker's Barge Line.

AUTHORITY NO. 804.

(Amending Authority No. 204.)

Refer to tariff and amend.

Sugar, per bbl., from points south of Lockport, including Cut Off, to New Orleans, 55 cents. The Barker Barge Line to receive the same amount for service rendered as formerly.

Effective at once.

By order of the Commission.

Commissioners:

(Seal.)

R. N. SIMS,

W. L. FOSTER.

W. M. BARROW, Secretary.

Baton Rouge, La., February 28, 1901.

RAILROAD COMMISSION OF LOUISIANA.**Order No. 139.**

At a General Session of the Commission held in its office at Baton Rouge, La., Wednesday, February 27, 1901, it was Ordered, That Order No. 126 is hereby cancelled.

In place thereof, the following rule is adopted covering the subject of

MINIMUM CHARGES.

All single shipments shall be charged for at actual weight and rate, with a minimum of 25 cents when the shipment moves over one road, 40 cents when the shipment moves over two roads, and 60 cents when the shipment moves over three or more roads.

All conflicting rules and orders are hereby cancelled.

By order of the Commission.

Commissioners:

(Seal.)

R. N. SIMS,

W. L. FOSTER,

W. M. BARROW, Secretary.

Baton Rouge, La., February 28, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 140. Case No. 165.

Southern Pacific Company, Ex parti:

Petition to hold all trains leaving New Orleans a maximum of one hour for connections.

Upon due hearing and investigation, it was

Ordered, That the petition to hold all trains be denied. Permission is hereby granted the Southern Pacific Company to hold the through California train hauling Tourists Sleepers, now leaving New Orleans at 10:45 a. m., and known as train No. 9, one hour for connections.

By order of the Commission.

Commissioners:

(Seal.)

R. N. SIMS,

W. L. FOSTER,

W. M. BARROW, Secretary.

Baton Rouge, La., February 28, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 141.

To the Kansas City Southern Railway Company:

At a General Session of the Commission, held at its office in Baton Rouge, February 27, 1901, it was

Ordered, That the rate of Cotton per bale, from Vivian to Shreveport on the Kansas City Southern Railway shall be 50 cents per bale.

By order of the Commission.

Commissioners:

(Seal.)

R. N. SIMS,

W. L. FOSTER,

W. M. BARROW, Secretary.

Baton Rouge, La., February 28, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 142.

To the Louisiana and Arkansas Railroad Company:

At a General Session of the Commission, held at its office at Baton Rouge, February 27, 1901, it was

Ordered, That the Louisiana and Arkansas Railroad Company is hereby granted permission to remove the switch track located at Dorcheat Bayou, and the switch track located at the Junction of the said road with the Louisiana Nickle Plate Railroad.

By order of the Commission.

Commissioners:

(Seal.)

R. N. SIMS,

W. L. FOSTER,

W. M. BARROW, Secretary.

Baton Rouge, La., February 28, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 143. (Corrected. Case No. 161.

Citizens of Castor,

vs.

Louisiana and Arkansas Railroad Company.

In the matter of petition for depot at Castor.

After due hearing and investigation, it having been shown that the business at Castor does not warrant additional depot facilities at this time, it is

Ordered, That the case be dismissed.

By order of the Commission.

Commissioners:

C. L. de FUENTES,

Chairman.

R. N. SIMS,

W. L. FOSTER,

W. M. BARROW, Secretary.

Baton Rouge, La., March 27, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 144. Case No. 154.

Citizens of Doyle,

vs.

Vicksburg, Shreveport & Pacific Railroad Company.

In the matter of petition for depot at Doyle.

After due hearing and investigation, it having been shown that the business at Doyle does not warrant additional depot facilities at this time, it is

Ordered, That the case be dismissed.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER.

(Seal.) W. M. BARROW, Secretary.

Baton Rouge, La., March 27, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 145. Case No. 158.

Railroad Commission of Louisiana,

vs.

Western Union Telegraph Company.

In the matter of charging for delivery of messages received at Donaldsonville.

After due hearing and investigation, it having been shown that the service at Donaldsonville is now satisfactory, it is

Ordered, That the case be dismissed.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER,

(Seal.) W. M. BARROW, Secretary.

Baton Rouge, La., March 27, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 146. Case No. 109.

(Affirming Order No. 127.)

William A. Williams,

vs.

Steamers Warren and Trudeau.

In the matter of rehearing granted defendant, A. P. Trousdale, on the Commission's Order No. 127, fining steamers Warren and Trudeau \$100 for discriminating against plaintiff.

This case having come up on a rehearing granted A. P. Trousdale, it was

Ordered, That Order No. 127 of the Railroad Commission of Louisiana, be affirmed and re-enacted, as follows:

It having been shown that A. P. Trousdale, owner, lately destroyed steamer Warren, and the steamer J. E. Trudeau, has discriminated against Plaintiff in this case by making contracts in advance and thereby depriving him of just rights of shippers to ship their goods by public carriers without preference, in their respective order of offering goods, it is hereby,

Ordered, and decreed, That A. P. Trousdale, owner, the lately destroyed steamer Warren, and the J. E. Trudeau, be and is fined the sum of One Hundred Dollars, to be paid according to law, into the State Treasury, within ten days from the date of this order, Sundays and legal holidays excluded.

By order of the Commission.

Commissioners:

C. L. de FUENTES,

Chairman.

W. L. FOSTER,

(Seal.)

W. M. BARROW, Secretary.

Baton Rouge, La., March 27, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 147. Case No. 168.

Illinois Central Railroad Company, et als.:

In re., petition to rescind Commission's Order No. 135.

On re-hearing granted, it was

Ordered, That Order No. 135 of the Railroad Commission of Louisiana, be amended and re-enacted, as follows:

All carriers in Louisiana shall furnish to the Railroad Commission at once a complete list of their working schedules, together with copies of such schedules, and shall furnish the Commission with new schedules whenever changes are made, as soon as such schedules are received from the printer.

The rest of the order is rescinded.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.

R. N. SIMS,
W. L. FOSTER,

W. M. BARROW, Secretary.
Baton Rouge, La., March 27, 1901.

(Seal.)

RAILROAD COMMISSION OF LOUISIANA.

Order No. 148. Case No. 146.

Torrans Manufacturing Company,

vs.

The Kansas City Southern Railway Company.

Unreasonable rate on lumber.

Upon due investigation and hearing, it having been shown that the rate complained against is the proportion of a through interstate rate, and not a local rate between two points within the State of Louisiana, this Commission has no jurisdiction in the matter, and it is therefore

Ordered, That the case be dismissed.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.

OVERTON CADE,
W. L. FOSTER,

W. M. BARROW, Secretary.
Baton Rouge, La., April 30, 1901.

(Seal.)

RAILROAD COMMISSION OF LOUISIANA.

Order No. 149. Case No. 153.

Pelican Lumber Company,

vs.

The Kansas City Southern Railway Company.

"Milling in Transit" Rates.

Upon due hearing and investigation, the Plaintiffs in the case not appearing, the Defendants being present through their Attorney C. W. Lucas, and Assistant General Freight Agent, M. L. Scovell, it having been shown that the rate assessed by the Kansas City Southern Railway Company on cars of rough lumber stopped in transit for the purpose of milling or "dressing" the lumber is \$5.00 per car, the Commission considers this a fair and reasonable rate, and it is therefore,

Ordered, That the case be dismissed.

By order of the Commission.

Commissioners:

C. L. de FUENTES,
Chairman.
OVERTON CADE,
W. L. FOSTER,

(Seal.)

W. M. BARROW, Secretary.
Baton Rouge, La., April 30, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 150. Case No. 170.

New Orleans & Northwestern Railroad Company, Ex parti:
Removal of depot.

Upon due investigation of the petition of the above named Railroad Company to remove the depot and platform now located at Greenville, a point on its line in Louisiana, to a point one-half mile north of its present location, it having been shown that the change will benefit the patrons of the road in the vicinity of its location, it is therefore,

Ordered, That the petition be granted.
By order of the Commission.

Commissioners:

(Seal.)

C. L. de FUENTES,
Chairman.
OVERTON CADE,
W. L. FOSTER,

W. M. BARROW, Secretary.
Baton Rouge, La., April 30, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 151. Case No. 172.

Kansas City Southern Railway Company, Ex parti:

Removal of spur.

Upon due investigation and hearing of the petition of the above named Railway Company to remove the Spur track at present located at a point on its line known as Kilkenny Cut, it having been shown that the spur track was put in during the construction of the road for the accommodation of "Construction crew's boarding cars," and is of no use to the section in which it is located, it is therefore,

Ordered, That the petition be granted.
By order of the Commission.

Commissioners:

(Seal.)

C. L. de FUENTES,
Chairman.
OVERTON CADE,
W. L. FOSTER,

W. M. BARROW, Secretary.
Baton Rouge, La., April 30, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 152. Case No. 175.

Vicksburg, Shreveport & Pacific Railroad Company, Ex parti:

Removal of flag station.

Upon due investigation of the petition of the above named company, to remove the flag station at present located on the west bank of Crew Lake to the east bank of Crew Lake, the same being accompanied by a petition from citizens residing in the vicinity of the present location of the flag station

and also in the vicinity of the location to which the change is desired to be made, it being the opinion that the change will benefit the patrons of the road in the locality affected, it is therefore,

Ordered, That the petition be granted.

By order of the Commission.

Commissioners:

C. L. de FUENTES,

Chairman.

OVERTON CADE,

W. L. FOSTER,

W. M. BARROW, Secretary.

Baton Rouge, La., April 30, 1901.

RAILROAD COMMISSION OF LOUISIANA.

Order No. 153. Case No. 176.

Kansas City Southern Railway Company. Ex parti:

Removal of spur track.

Upon due hearing and investigation of the petition of the above named company to remove the spur track now located at a point on its line known and designated as Annanias, it having been shown that the said spur track was placed in during the construction of the road for the purpose of accommodation of "Construction crew's boarding cars," and is of no benefit to the section where it is located, it is therefore.

Ordered, That the petition be granted.

By order of the Commission.

Commissioners.

C. L. de FUENTES,

Chairman.

OVERTON CADE,

W. L. FOSTER,

W. M. BARROW, Secretary.

Baton Rouge, La., April 30, 1901.

APPENDIX "A."

COMPLAINTS AND PETITIONS

BROUGHT BEFORE THE

Railroad Commission of Louisiana,

FROM

MAY 1st, 1900, TO MAY 1st, 1901.

BEFORE THE
Railroad Commission of Louisiana.

Oscar Daspit,

vs.

No. 91.

Wells Fargo & Company, Express.

Complaint: Excessive rate charged on a shipment of two tables and easel of wicker work.

Filed May 7, 1900.

Heard May 22, 1900, at Baton Rouge, Plaintiffs not present. Mr. J. C. Stuart, Manager, for Defendants.

Regular rate charged. Case dismissed. (Order No. 70.)

Robert A. Hart, Mayor,

vs.

No. 92.

Texas & Pacific Railway Company.

Complaint: Inadequate depot facilities for freight and passengers at Port Allen and petition for order compelling defendants to give better service to its patrons at Baton Rouge.

Filed May 12, 1900.

Heard May 23, 1900, at Baton Rouge. Robert A. Hart and T. J. Cross for plaintiffs. J. B. Paul for defendants. Held for investigation.

Citizens of Opelousas and St. Landry Parish,

vs.

No. 93.

Southern Pacific Company.

Complaint: Discriminations against Opelousas and points in St. Landry parish on the Southern Pacific Company's lines and petition for relief.

Filed May 14, 1900.

Heard at Baton Rouge May 23, 1900. Kenneth Baillio for plaintiffs. W. H. Masters for defendants. Decided May 24, 1900. Tariff ordered. (Order No. 68.)

Oscar Baughman, Master Steamer Rosa B.,

vs.

No. 94.

Ward & Bass, Owners Gasoline Union.

Complaint: Cutting rates on cotton 25 cents per bale from Farmerville to Monroe.

Filed May 13, 1900.

Heard at Monroe, La., September 18, 1900. Dismissed. (Order No. 94.)

Kansas City Southern Railway Company, Ex parti. No. 95.

Petition to remove Spur track at Hollingsworth.

Filed May 19, 1900.

At a General Session of the Commission at Baton Rouge held May 23, 1900, the petition was denied. (Order No. 86.)

Lafayette Compress and Storage Company,

vs.

No. 96.

Southern Pacific Company.

Complaint: Excessive rates on cotton between Lafayette and Opelousas.

Filed May 23, 1900.

Heard at Baton Rouge June 25, 1900. The petition for 25 cent rate between Lafayette and Opelousas granted. (Order No. 74.)

Shreveport, Red River and Natchitoches Telephone Company, Ltd., Ex parti. No. 97.

Petition to change rate for telephone service.

Filed May 28, 1900.

Heard at Baton Rouge June 25, 1900, and petition granted. (Order No. 75.)

C. A. Gieson, et als.,

vs.

No. 98.

Louisiana & Northwest Railroad Company.

Complaint: Excessive rates on excess baggage on defendants line.

Filed May 28, 1900.

Heard at Baton Rouge June 25, 1900, and a tariff on excess baggage order. (Order No. 78.)

Railroad Commission of Louisiana,

vs.

No. 99.

St. Louis Southwestern Railway Company.

Complaint: Violation of rules by discontinuing flag station at Willow Shoots.

Filed May 28, 1900.

that station was only temporarily discontinued through error, that station was only temporary discontinued through error, case was dismissed. (Order No. 77.)

C. J. Chaison,

vs.

No. 100.

Cumberland Telephone and Telegraph Company.

Complaint: Raising rates for telephone service furnished complainant.

Filed May 30, 1900.

Case adjusted through correspondence, the defendants furnishing the service complainant alleged he could not obtain, at authorized rates.

Doherty & Company,

vs.

No. 101.

Yazoo & Mississippi Valley Railroad Company.

Complaint: Failure to pay claim for goods damaged, within the time specified by the rules of the Commission.

Filed June 5, 1900.

This case was adjusted through correspondence. The defendants promptly settling the claim.

Citizens of Minden, Ex parti.

No. 102.

Petition for special train on Louisiana & Arkansas Railroad between Minden and Sibley, and to allow rates of 25 cents for each passenger on said train.

Filed June 12, 1900.

Petition was submitted to each Commissioner, whom approved it, and on June 12, 1900, order was issued granting the prayer of the petition. (Order No. 73.) Order extended to all trains. (Order No. 92.)

Texas & Pacific Railway Company, Ex parti.

No. 103.

Petition to have rescinded Commission's Order No. 65, directing Texas & Pacific Railway Company to operate a chair car on its line in Louisiana.

Filed June 11, 1900.

Heard at Baton Rouge June 28, 1900. Order No. 65 temporarily suspended. (Order No. 79.)

G. M. Mott,

vs.

No. 104.

Kansas City Southern Railway Company.

Petition for depot and agent at Converse, La.

Filed June 13, 1900.

Defendants heard June 28, 1900. Taken under advisement. Decided September 19, 1900. The Secretary instructed to write that conditions did not justify station at this time.

Henry Keller,

vs.

No. 105.

East Louisiana Railroad.

Complaint: Discriminations against shipper by refusing to transport timber offered for shipment to defendants.

Filed June 12, 1900.

Heard at Baton Rouge September 21, 1900. Both parties present. Case dismissed. (Order No. 110.)

B. C. Marshall,

vs.

No. 106.

Kansas City Southern Railway Company.

Petition for order restraining defendants from removing spur track at Guy's Spur, La., a point on their line in DeSoto parish.

Filed June 13, 1900.

Defendants heard June 25, 1900. Case continued. It was shown that the Spur had been removed and suit was instituted by the Commission for violation of its rules. Fined \$1,000.00. Suit brought to collect fine. (See Case 113.)

Committee of Citizens from Amite City,

vs.

No. 107.

Illinois Central Railroad Company.

Complaint: Discriminations in passenger and freight rates against Amite City. Petition for commutation tickets.

Filed June 19, 1900.

Heard June 28, 1900, and defendants granted further time to answer. Partly settled September 21, 1900, by issuing Cotton Tariff. (Order 113.) Southern Classification No. 27 revoked and Southern Classification No. 25 restored. Case dismissed. (Order No. 133.)

Shreveport Traffic Association,

vs.

No. 108.

Texas & Pacific Railway Company.

Complaint: Discriminations against Shreveport in favor of Natchitoches.

Filed June 20, 1900.

Heard at Baton Rouge August 1, 1900, and taken under advisement. Decided at Baton Rouge September 21, 1900; tariffs ordered. (Order No. 107. Authority No. 572.)

William A. Williams,

vs.

No. 109.

Steamer Warren.

Complaint : Discriminations against plaintiff by refusing to receive and transport freight offered the said carrier at its landing along the Atchafalaya River.

Filed June 22, 1900.

Testimony of defendants taken September 21, 1900. Continued.

Heard further December 10, 1900. Decided January 16, 1901. Defendants fined \$100. Re-hearing granted February 27, 1901.

The Lafayette Compress and Storage Company,

vs.

No. 110.

Southern Pacific Company.

Petition for reduction in rate on cotton from Lafayette to New Orleans to 75 cents per bale.

Filed June 25, 1900.

Heard at Baton Rouge June 25, 1900, and after full investigation it was decided to make no change in the present adjustment of rates, and the case was dismissed. (Order No. 74.)

Railroad Commission of Louisiana,

vs.

No. 111.

The Pullman Company.

Complaint: Violation of rules by failure to provide ice and wholesome water on sleeping car "Olindo," June 8, 1900.

Filed June 15, 1900.

Heard at Baton Rouge June 28, 1900, and upon showing made that the defendants had not been responsible and that they had made an effort to provide ice water, the case was dismissed. (Order No. 80.)

Railroad Commission of Louisiana,

vs.

No. 112.

Vicksburg, Shreveport & Pacific Railroad.

Complaint: Violation of rules by failure to provide ice water in Summer and fires in Winter in its station houses.

Filed June 29, 1900.

Heard August 1, 1900, at Baton Rouge. It was shown that water was kept in stations by agents. The case was dismissed with order No. 82 defining compliance with Rule No. 9, page 13.

Railroad Commission of Louisiana,

vs.

No. 113.

Kansas City Southern Railway Company.

Complaint: Violation of rules by removing Spur track at Guy's Spur.

Filed July 11, 1900.

Heard at Baton Rouge August 1, 1900. Defendants present. Plaintiffs furnished affidavit that spur had been removed. Commission fined defendants \$1,000 for violation of its rules. (Order No. 87.) Re-hearing refused. (Order No. 113.)

Rev. A. Dubourg,

vs.

No. 113 1-2.

Southern Pacific Company.

Complaint: Exhorbitant rate on carload of white sand from New Orleans to Thibodaux.

Filed July 7, 1900.

This case was taken up by correspondence and defendants agreed to adjust the matter on the basis of 1-2 tariff rates, the shipment being for charitable purposes. The case was thus settled.

Citizens of Haynesville,

vs.

No. 114.

Louisiana & Northwest Railroad Company.

Complaint: Inadequate depot facilities and petition for new depot at Haynesville.

Filed July 11, 1900.

Heard at Baton Rouge August 1, 1900. Defendants present. Plaintiffs not represented. Commissioner Foster authorized to investigate and report at the next meeting. Dismissed September 19, 1900. (Order No. 100.)

Phillip S. Pugh,

vs.

No. 115.

Southern Pacific Company.

Complaint: Violation of rules of Commission by charging more than standard passenger rates on Branch Lines and improper passenger equipments.

Filed July 12, 1900.

Heard at Baton Rouge August 1, 1900. Plaintiffs not present. Defendants represented by T. Fay. Case dismissed. Opinion by Sims, Commissioner. (Order No. 83.)

Railroad Commission of Louisiana,

vs.

No. 116.

St. Louis & Southern Railway

Complaint: Violation of rules by failure to provide water coolers and wholesome ice water in stations on its line.

Filed July 18, 1900.

Heard at Baton Rouge August 1, 1900. Defendants represented by J. D. Wilkinson, Attorney. Case dismissed. (Order No. 98.) September 21, 1900.

Citizens of Stonewall,

vs.

No. 117.

Texas & Pacific Railway Company.

Complaint: Petition for depot at Stonewall.

Filed July 27, 1900.

Heard at Baton Rouge August 2, 1900. Defendants represented by J. B. Paul. Plaintiffs not represented. Case dismissed. (Order No. 84.)

Railroad Commission of Louisiana,

vs.

No. 118.

Cumberland Telephone and Telegraph Company.

Complaint: Violation of rules by raising rates at Shreveport.

Filed July 20, 1900.

Heard at Baton Rouge August 2, 1900. Defendants represented by E. L. Powell. Case dismissed. (Order No. 85.)

Citizens of Frenier,

vs.

No. 119.

Illinois Central Railroad.

Complaint: Inadequate depot facilities at Frenier Station.

Filed July 25, 1900.

Heard at Baton Rouge September 20, 1900. Both parties represented. Decided September 21 1900. Two passenger waiting rooms and freight room ordered. (Order No. 108.)

Shreveport Traffic Association,

vs.

No. 120.

Vicksburg, Shreveport & Pacific Railroad Company, and J. H. McCormick, Receiver.

Complaint: Discriminations in commodity rates against Shreveport.

Filed August 1, 1900.

Withdrawn by complainants.

Boling Williams,

vs.

No. 121..

Wells Fargo & Company, Express.

Complaint: Overcharge on shipment of money, Shreveport to Mansfield.

Filed August 3, 1900.

Settled by correspondence.

Monroe Board of Trade,

vs.

No. 122.

Ouachita and Black River Steamers; N. O. & N. W. Railroad; N., R. R. & T. Ry.; Louisiana & Northwest Railroad, and Arkansas Southern Railway, and Louisiana & Arkansas Railroad.

Complaint: Petition to have Cotton and Cotton Seed rates graded according to Rule 3.

Filed August 11, 1900.

Testimony heard at Monroe September 17, 1900, and case continued. Complaint was withdrawn, except against New Orleans and Northwestern Railway. At the request of both parties suit was temporarily suspended, November 12, 1900.

W. L. Sirjacques,

vs.

No. 123.

New Orleans & Northeastern Railroad.

Complaint: Claim for loss in transit and failure to settle in limit fixed by Commission.

Filed August 15, 1900.

No jurisdiction. "Damage or loss in transit." Case dismissed.

National Oil Works and Mill Supply.

vs.

No. 124.

Illinois Central Railroad Company.

Complaint: Refusal to handle tank car for movement.

Filed August 13, 1900.

Heard at Baton Rouge September 20, 1900. Plaintiffs absent. Defendants represented by H. C. Leake. Case dismissed for want of jurisdiction. (Order No. 101.)

E. B. Williams,

vs.

No. 125.

Shreveport & Red River Valley Railway.

Complaint: Petition for reduction lumber rates to Shreveport from points on defendants line.

Filed August 16, 1900.

Complaint withdrawn.

Citizens of Rose Pine,

vs.

No. 126.

Kansas City Southern Railway Company.

Petition for depot at Rose Pine, Louisiana.

Filed August 20, 1900.

Heard at Baton Rouge November 16, 1900. Pagoda ordered with understanding that depot would be built as soon as grade of track is changed. Depot was erected instead of Pagoda.

Railroad Commission of Louisiana,

vs.

No. 127.

St. Louis Southwestern Railway.

Complaint: Violation of rules by raising rates on lumber.

Filed August 21, 1900.

Heard at Monroe September 17, 1900. It was found that refund had been made of all overcharges and case was dismissed. (Order No. 96.)

Railroad Commission of Louisiana,

vs.

No. 128.

St. Louis Southwestern Railway.

Complaint: Violation by failure to provide ladies' toilets at stations on line.

Filed August 21, 1900.

Order issued September 21, 1900, fining road \$200.00 for violation of rules. (Order No. 95.) Application for re-hearing filed September 27, 1900. Re-hearing refused.

Railroad Commission of Louisiana,

vs.

No. 129.

Western Union Telegraph Company.

Complaint: Violation of rules by charging more than tariff rates on a message from Alexandria to Mansfield.

Filed August 20, 1900.

Heard November 12, 1900, at Baton Rouge. Affidavit furnished by agent at Mansfield that no charge had been made by the Company. Case dismissed.

Railroad Commission of Louisiana,

vs.

No. 130.

Kansas City Southern Railway Company.

Complaint: Violation of rules by not stopping trains at Hollingsworth and withdrawing sale of tickets thereto, thereby violating Commission's Order No. 86.

Filed August 25, 1900.

Testimony of Dr. A. V. Roberts taken at Monroe September 17, 1900. Case continued. Heard at Baton Rouge November 16, 1900. Defendants fined \$1,000.00. November 16, 1900. Fine not paid, suit ordered to collect fine.

Citizens of Orange and vicinity,

vs.

No. 131.

Kansas City Southern Railway Company.

Petition for depot and agent at Orange, Vernon Parish.

Filed August 29, 1900.

Plaintiffs testimony heard November 13, 1900, at Baton Rouge. Defendants heard November 16, 1900, at Baton Rouge. Pagoda ordered, depot denied at this time.

James McGee,

vs.

No. 132.

Morgans' Louisiana & Texas Railroad.

Complaint for reduction in rate on uncompressed cotton from Opelousas to New Orleans to one dollar and fifty cents.

Filed September 4, 1900.

Heard at Baton Rouge November 13, 1900. Case dismissed. (Order No. 120.)

Caffery Central Sugar Refinery, et, als.,

vs.

No. 133.

Southern Pacific Company.

Petition for order compelling defendants to rack their cane cars.

Filed September 8, 1900.

Heard at Baton Rouge September 20, 1900. All plaintiffs withdrew except Godchaux Company. Decided September 21, 1900. Defendants ordered to rack cane cars. (Order No. 104.) Opinion by Sims. (Appealed.)

Citizens of Doss,

vs.

No. 134.

St. Louis Iron Mountain & Southwestern Railway.

Petition for Agent and better depot facilities at Doss.

Filed September 14, 1900.

Heard November 12, 1900, at Baton Rouge. Petition refused. Case dismissed. (Order No. 117.)

Citizens of Corey,

vs.

No. 135.

St. Louis, Iron Mountain and Southern Railway.

Complaint: Petition for depot at Corey.

Filed September 22, 1900.

Heard November 12, 1900, at Baton Rouge. Commissioner Foster authorized to investigate; Secretary instructed to issue order on his report.

John T. Moore Planting Company, Limited,

vs.

No. 136.

Southern Pacific Company.

Complaint: Discriminations in rates on sugar. .

Filed September 12, 1900.

Heard November 13, 1900, at Baton Rouge. Held in abeyance. Case dismissed. Refer to Case No. 142 and see order which also adjusts the complaint in this case.

Henry Denegre.

vs.

No. 137.

Steamer New Camelia.

Complaint: Violation of rules by not providing separate cabins for negroes.

Filed September 19, 1900.

Heard November 13, 1900, at Baton Rouge. Plaintiff not present. W. G. Coyle represented the defendants. Entered general denial. No evidence the case was dismissed. (Order No. 116.)

J. R. Hewitt, et als.,

vs.

No. 138.

New Orleans & Northwestern Railway.

Complaint: Improper depot facilities at Mangham, and petition for better facilities.

Filed September 19, 1900.

Heard November 13, 1900, at Baton Rouge. Petition granted and depot ordered by January 1, 1901. (Order No. 114.)

L. M. Calhoun, et als.,

vs.

No. 139.

New Orleans & Northwest Railway Company.

Complaint: Improper depot facilities at Gilbert, and petition for relief.

Filed September 19, 1900.

Heard November 13, 1900, at Baton Rouge and petition granted. Depot ordered by January 1, 1901. (Order No. 115.)

T. Gordon Reddy, Jr.,

vs.

No. 140.

Southern Pacific Company.

Petition for better train service at Bowie.

Filed September 25, 1900.

Heard November 13, 1900, at Baton Rouge. Commissioner Sims authorized to investigate and Secretary instructed to issue order on receipt of his recommendations. The petition granted. Stop changed from Raceland to Bowie. (Order No. 125.))

Kansas City Southern Railway Company, Ex parti: No. 141.

Application for rehearing on Commission's Order No. 88 fixing cotton rates on Kansas City Southern Railway.

Filed September 27, 1900.

Heard November 16, 1900, at Baton Rouge. Held in abeyance. Heard further December 11, 1900. Petition granted January 16, 1901. Order No. 88 set aside.

Mrs. E. Foret,

vs.

No. 142

Southern Pacific Company, and Frank Barker, Owner, Lockport and Raceland Flatboat Line.

Complaint: Increased freight rates on sugar over 1899, and petition for relief.

Filed October 13, 1900.

Heard at Baton Rouge March 13, 1901. Frank Barker, owner, Lockport and Raceland Flatboat line made parties to the suit. Continued. Tariff ordered. (Order No. 136. February 26, 1901.)

Neimeyer & Darragh Lumber Company,

vs.

No. 143.

Houston Central, Arkansas & Northern Railway. (St. Louis, Iron Mountain & Southern.)

Complaint: Petition for trains to stop at Neimeyer Spur, making it a Flag Station.

Filed October 16, 1900.

Withdrawn by plaintiffs.

Citizens of Avoyelles Parish,

vs.

No. 144.

Avoyelles Railway Company.

Complaint: Excessive rate on Cotton, points on Avoyelles Railway to New Orleans.

Filed October 16, 1900.

Heard at Baton Rouge November 14, 1900. Tariff agreed on authorized by the Commission. Case closed.

H. C. Newman,

vs.

No. 145.

New Orleans & Northwestern Railway Company.

Complaint: Inadequate shipping facilities.

Filed October 26, 1900.

Complaint settled by correspondence..

Torrens Manufacturing Company,

vs.

No. 146.

Kansas City Southern Railway Company.

Complaint: Unreasonable rates on lumber.

Filed October 26, 1900.

Defendants heard April 30, 1901. Plaintiffs did not appear. Rate complained against being a proportion of a through interstate rate the Commission has no jurisdiction. Case dismissed. (Order No. 148.)

Ocean Towboat Telegraph Company,

vs.

No. 147.

Louisiana Southern Railway.

Petition for order from Commission compelling defendants to grant plaintiffs right to run cycle over their road.

Filed November 12, 1900.

Dismissed for want of jurisdiction.

Railroad Commission of Louisiana,

vs.

No. 148.

Texas & Pacific Railway Company.

Complaint: Switching charges at Alexandria.

Filed December 3, 1900.

Defendants heard January 20, 1901, and it was shown that the switching charges at Alexandria were absorbed by the carriers. Case dismissed.

Citizens of Homer,

vs.

No. 149.

Louisiana & Northwest Railroad.

Complaint: Discrimination in freight rates against Homer.

Filed December 1, 1900.

Withdrawn.

Railroad Commission of Louisiana,

vs.

No. 150.

Texarkana, Shreveport & Natchez Railroad.

Complaint: Discrimination against shippers.

Filed December 3, 1900.

Heard at Baton Rouge December 10, 1900. Rate found to be Milling in Transit rate open to all shippers and not a violation. Case dismissed. (Order No. 124.)

James McLaughlin,

vs.

No. 151.

Texas & Pacific Railway Company.

Complaint: Violation of the Commission's rules by not posting proper time of the departure and arrivals of trains on bulletin board and general complaint against passenger service.

Filed December 24, 1900.

Defendants heard January 16, 1901. Hon. C. L. de Fuentes and Hon. R. N. Sims appointed to investigate. There was no violation found in this particular instance and case was closed. April 30, 1901.

Lewis S. Graham,

vs.

No. 152.

American Express Company.

Complaint: Charging, demanding and collecting extra charges for delivery of prepaid express packages in New Orleans.

Filed January 5, 1901.

Case withdrawn.

Pelican Lumber Company,

vs.

No. 153.

Kansas City Southern Railway Company.

Complaint: Excessive charges for stopping of cars in transit for purpose of milling lumber.

Filed January 15, 1901.

Plaintiffs did not appear. Defendants heard. Commission found switching charges reasonable and the case was dismissed. April 30, 1901. (Order No. 149.)

Citizens of Doyle,

vs.

No. 154.

Vicksburg, Shreveport & Pacific Railroad Company.

Petition for depot at Doyline.

Filed January 25, 1901.

The business does not warrant increased facilities. Case dismissed and petition denied. (Order No. 144.)

L. J. Gardineal,

vs.

No. 155.

Southern Pacific Company.

Complaint: Petition for better train service on St. Martinsville branch.

Filed January 8, 1901.

The service was materially improved; and petitions satisfied. Complaint closed.

Edw. Kory,

vs.

No. 156.

Southern Pacific Company.

Complaint: Petition for "platform track" at Welch.

Filed January 20, 1901.

Track platform provided at Welch, and complaint dismissed.

Citizens of Vanceville,

vs.

No. 157.

St. Louis Southwestern Railway Company.

Complaint: Petition for depot at Vanceville.

Filed February 6, 1901.

Freight room and pagoda ordered in sixty days. (Order No. 136.)

Railroad Commission of Louisiana,

vs.

No. 158.

Western Union Telegraph Company.

Complaint: Delivery charges on messages received at Donaldsonville.

Filed February 16, 1901.

Service satisfactorily arranged. Case dismissed. (Order No. 145.)

Railroad Commission of Louisiana,

vs.

No. 159.

Southern Pacific Company.

Complaint: Passenger rates on Bayou Lafourche Branch.

Filed February 16, 1901.

The business of the Lafourche Branch of the Southern Pacific Company was investigated February 29, 1901, Mr. T. Fay appearing for the Company. Upon the showing made of the passenger earnings of the Branch it was decided that the revenues would not justify an increase at this time.

St. Louis Southwestern Railway Company, Ex parti. No. 160.

Petition to discontinue depot at or near Commerce street in Shreveport.

Filed February 16, 1901.

Petition granted, (Order No. 137.)

Citizens of Castor,

vs.

No. 161.

Louisiana & Arkansas Railroad.

Petition for depot at Castor.

Filed February 21, 1901.

Heard March 25, 1901. Decided March 27, 1901. Business does not warrant increased facilities. Petition denied. Case dismissed. (Order No. 143.)

Citizens of Madison Parish,

vs.

No. 162.

Vicksburg, Shreveport & Pacific Railroad Company.

Petition for Flag Station on the east bank of Lake One.

Filed February 22, 1901.

Defendants heard March 25, 1901. On request of plaintiffs petition withdrawn March 27, 1901.

G. W. Johnson,

vs.

No. 163.

Southern Pacific Company.

Petition for depot at Iowa.

Filed February 26, 1901.

Defendants agreed to build depot by September 1, 1901. Case closed.

Paul Berthelot,

vs.

No. 164.

**Mississippi Packet Company; Lafourche Packet Company;
Chickasaw Transportation Company.**

Complaint: Violation of rules by charging more than tariff rates.

Filed February 27, 1901.

Heard March 25, 1901, and continued.

Southern Pacific Company, Ex parti.

No. 165.

Petition to hold all trains leaving New Orleans one hour for connections.

Filed February 27, 1901.

Petition to hold all trains refused. Permission to hold California Express, carrying tourist sleepers, one hour for connections granted.

Railroad Commission of Louisiana,

vs.

No. 166.

Steamer "America;" Steamer "City of Camden;" Steamer "Fred A. Blanks."

Complaint: Cutting rates from Monroe to New Orleans, and between other points in Louisiana, and thereby violating the Commissions rules.

Filed March 20, 1901.

Heard March 27, 1901. Defendants agreed to restore all rates and report all violations of tariffs to the Commission promptly. Case closed.

Illinois Central Railroad Company, et als., Ex parti. No. 168.

Petition to rescind Railroad Commission's Order No. 135.

Heard March 26, 1901. Petition granted. Order No. 135 amended and re-enacted. (Order No. 147.)

Lafayette Sugar Company, Ex parti.

No. 169.

Application to raise rates on Cane.

Parties heard and continued until next session. Petition denied after full hearing and case ordered dismissed.

New Orleans & Northwestern Railway Company, Ex parti.

No. 170.

Petition to remove siding, depot and platform about one-half mile north of Greenville, its present location.

Filed April 18, 1901.

Case submitted on its merits. Petition granted April 30, 1901. (Order No. 150.)

O. H. Deshotels,

vs.

No. 171.

Wells, Fargo & Company, Express.

Complaint: Egg cases, returned empties, are lost or destroyed by the Company.

Filed April 20, 1901.

(Not yet heard.)

Kansas City Southern Railway Company, Ex parti. No. 172.

Petition to remove spur at north end of Kilkenny Cut.

Filed April 20, 1901.

Petitioners heard through Attorney. Petition granted April 30, 1901. (Order No. 151.)

G. P. Ashley,

vs.

No. 173.

Texas & Pacific Railway Company.

Petition for crossing.

Filed April 19, 1901.

Commissioner Foster authorized to investigate April 30, 1901.

Railroad Commission of Louisiana,

vs.

No. 174.

Red River Line.

Complaint: Discriminations in rates against shipper P. E. Waddell, Clarence, La.

Filed April 20, 1901.

(Not yet heard.)

Vicksburg, Shreveport & Pacific Railroad Company, Ex parti.

No. 175.

Petition to change flag station from west bank to east bank of Lake One.

Filed April 24, 1901.

Petition granted April 29, 1901. (Order No. 152.)

Kansas City Southern Railway Company, ex parti. No. 176.

Petition to remove spur track at Annias.

Filed April 30, 1901.

**Petitioners heard and petition granted April 30, 1901.
(Order No. 153.)**

Authorities Issued by the Commission.

AUTHORITIES ISSUED

No. of Authority	Name of Carrier.	Rate Applied For.	Commodity.	Date Issued.
*387	Sou. Pac. Co.	\$20.00 per car.	Shells.	May 3, 1900..
388	Tex. & Pac. Ry. Co.	\$1 00 per ton	Coal, C. L.	May 3, 1900..
389	Tex. & Pac. Ry. Co.	8c. per 100 lbs.	Cooperage.	May 3, 1900..
*390	Sou. Pac. Co.	Various	Lumber.	May 3, 1900..
391	Cumb. Tel. & Tel. Co.	Stations at West End, Milenburg.	Span, Fort & Kenner.	May 3, 1900..
392	Cumb. Tel. & Tel. Co.	one way service.		May 3, 1900..
393	Sou. Pac. Co.	Breckenridge Lumm. Co.	\$6 per month.	May 7, 1900..
394	N. O. & N. W. R. R.	5c. per 100 lbs.	Lumber, laths and shin	May 7, 1900..
395	Tex. & Pac. Ry. Co.	\$7 00 per car	Logs, C. L.	May 7, 1900..
396	Tex. & Pac. Ry. Co.	Sup 15 to Western Classification No 30.		May 7, 1900..
397	Tex. & Pac. Ry. Co.	Sup. 4 to Southwestern Freight Com. Class Ex		May 7, 1900..
398	Houston & Shreveport R. R.	I. J. T. & P. R. R.—82 H.	Engine.	May 10, 1900..
399	Houston & Shreveport R. R.	25c per 100.	Classes.	May 12, 1900..
400	Houston & Shreveport R. R.	Various.	Classes.	May 12, 1900..
401	Tex. & Pac. Ry. Co.	Various.	Classes.	May 12, 1900..
402	Sou. Pac. Co.	15c.-17½c	Staves	May 12, 1900..
403	Tex. Pac. Ry. Co.	\$2 50 per ton	Cotton seed	May 16, 1901..
404	K. C. Son. Ry. Co.	\$8.25 per 1000—\$10.25 per 1000.	Brick, fire.	May 17, 1901..
405	Tex. & Pac. Ry. Co.	Various	Commodities.	May 17, 1900..
406	S. & R. R. V. Ry. Co.	25c. per 100.	Hay.	May 17, 1900..
407	Tex. & Pac. Ry. Co.	\$10 per car.	8 cars, 2d h'd machinery	May 17, 1900..
408	V. S. & P. R. R.	17½ per 100 lbs.	Hay, C. L.	May 19, 1900..
409	Sou. Pac. Co.	One-half regular rate.	1 C. L. cow peas.	May 19, 1900..
410	Y. & M. V. R. R.	15c. per 100 lbs.	Spokes, C. L.	May 19, 1900..
411	Tex. & Pac. Ry. Co.	reduce minimum	Flour and fertilizers.	May 23, 1900..
412	Tex. & Pac. Ry. Co.	7½c. per 100	Cotton bagging.	May 23, 1900..
413	K. C. W. & G. Ry.	Amending tariff.	See authority	May 29, 1900..
414	Sou. Pac. Co.	10c. per 100 lbs.	Lumber, C. L.	May 29, 1900..
415	Sou. Pac. Co.	10c. per 100 lbs.	Lumber, C. L.	May 29, 1900..
416	Sou. Pac. Co.	Various.	Well-boring outfits.	May 29, 1900..
417	Tex. & Pac. Ry. Co.	Restore old rates.	Bags, etc.	May 29, 1900..
418	St. L. S. W. Ry.	See A 402	Brick	May 29, 1900..
419	L. & A. R. R.	Various.	Classes & commodities	May 29, 1900..
420	Tex. & Pac. Ry. Co.	Old rates restored.	Lumber	June 1, 1900..
421	Sou. Pac. Co.	Various.	Cotton.	June 1, 1900..
422	Sou. Pac. Co.	Various.	Cotton.	June 1, 1900..
423	Tex. & Pac. Ry. Co.	Various.	Cotton.	June 1, 1900..
424	Tex. & Pac. Ry. Co.	Various.	Cotton.	June 1, 1900..
425	Cumb. Tel. & Tel. Co.	Various.	Cotton.	June 1, 1900..
426	Tex. & Pac. Ry. Co.	Various.	Cotton.	June 1, 1900..
427	Tex. & Pac. Ry. Co.	Various.	Cotton.	June 1, 1900..
428	Y. & M. V. R. R.	Various.	Cotton.	June 1, 1900..
429	V. S. & P. R. R.	Various.	Cotton.	June 1, 1900..
430	V. S. & P. R. R.	Various.	Cotton.	June 1, 1900..
431	Sou. Pac. Co.	Various.	Cotton.	June 1, 1900..
*Cancelled.				

BY THE COMMISSION.

Expires.	APPLYING		Remarks.
	From.	To.	
	Morgan City.....	Lafayette.....	
	Gouldsboro.....	Alexandria and points.....	
	New Orleans.....	New Roads & pts. ex Pt. Allen.....	
Sept 1, 1900.	La. Milling Points.....	New Orleans.....	
	Springfield.....	Hammond.....	Stations at Algiers, Gretna
	Joint track, points T. & P. Ry.....	Alexandria.....	& Har Canal
Aug. 1, 1900.	Bastrop and Upland.....	Oak Ridge.....	Present 5½c per 100.
	New Orleans.....	Willow Glen.....	
	Stations K. C. S. R. R.....	Stations H. & S. R. R.....	Rate misquoted Authority to protect.
	Shreveport.....	Lake Charles and West Lake.....	
	Points on line.....	New Orleans.....	
With shipment	Shreveport.....	Gretna.....	On shipment of 100 tons.
	Sr. Martinville.....	Breaux Bridge.....	
	New Roads.....	Points on line.....	
	Stations on E. R. V. Ry.....	Stations on K. C. S. Ry.....	
	Paytavin Plantation.....	Geary.....	
April 30 1901	Des Arc.....	Points on T. S. & N. Ry.....	Effective May 15, 1900.
Shipment.	Monroe.....	Marrows.....	
	Dubberly.....	Shreveport.....	
	Points on line.....	Points on line.....	Present minimum 30,000.
	New Orleans.....	Baton Rouge and Bayou Sara.....	
	Points on line.....	Points on line.....	
	Shreveport.....	New Orleans and Westwego.....	
	Points on line.....	New Orleans.....	Concurrent authority S. P. Co.
	Points on line.....	Points on line.....	
	Points on line.....	Points on line.....	
	New Orleans.....	Points on line.....	
	New Orleans.....	Points on S. & R. R. V. Ry.....	
	Points on line.....	Points on line.....	
	Points on line.....	Points on line.....	Until Com. issues tariff.
	Paytavin Plantation.....	Geary.....	Amends No. 405
	New Orleans.....	Lafayette.....	Amends No. 378
	Rose Hill Plantation.....	New Orleans.....	In tank cars.
	Louisiana Rice Switch.....	Salsbury Switch.....	
	Bubenzier's Spur.....	Belle Alliance Plantation.....	
	From Plant'n below Lockport.....	Thibodaux.....	
	Whitecastle and Plaquemine.....	New Roads.....	
	Alexandria.....	Waguespack Switch.....	
	Eleven miles and under.....	Points south of Baton Rouge.....	
	Wadley's.....	Logansport.....	
	Monroe and Shreveport.....	Points on La. A. & S.....	
	Opelousas.....	Points on Nap. Ex.....	

AUTHORITIES ISSUED

No. of Authority.	Name of Carrier.	Rate Applied For.	Commodity.	Date Issued.
*433	I. C. & Y & M.V.R.R.	Southern Classification...	No. 27.....	June 13, 1900.
434	Tex. & Pac. Ry. Co.	Amends 411 by making it	retroactive to Jan. 4, '00	June 13, 1900.
435	Tex. & Pac. Ry. Co.	6c. per 100 lbs.....	Lumber.....	June 13, 1900.
436	Sou. Pac. Co.....	Various.....	Rice.....	June 19, 1900.
437	Sou. Pac. Co.....	Various.....	Rice.....	June 19, 1900.
438	Houston & Shreve- port Ry.....	Various.....	Common or pres'd brick	June 20, 1900.
439	Houston & Shreve- port Ry.....	\$2.50 per bale.....	Cotton.....	June 20, 1900.
440	Sou. Pac. Co.....	10c. per 100 lbs.....	Ice, L. C. L.....	June 20, 1900.
441	Tex. & Pac. Ry. Co.	8c. per 100 lbs.....	Empty barrels.....	June 20, 1900.
*442	L. & A. R. R.....	Various.....	Classes & commodities.	June 20, 1900.
443	S. & R. R. V. Ry.....	10c. per 100 lbs.....	Hay, C. L. and less.....	June 20, 1900.
444	Tex. & Pac. Ry. Co.	17c. per 100 lbs.....	Sugar, C. L.....	June 22, 1900.
445	Tex. & Pac. Ry. Co.	Various.....	Hay.....	June 22, 1900.
446	St. L. S. W. Ry. Co.	Various.....	Classes & commodities	June 30, 1900.
447	Cumb. Tel. & Tel. Co.	Various.....	Toll line service.....	July 3, 1900.
448	V. S. & P. R. R.....	Various.....	Classes & commodities.	July 3, 1900.
449	Tex. & Pac. Ry. Co.	1c. per ton return.....	Lumber.....	July 3, 1900.
*450	Sou. Pac. Co.....	12½c. per 100 lbs.....	Rice polish.....	July 3, 1900.
*451	Sou. Pac. Co.....	\$1.00-\$3.25 per ton.....	Rice polish.....	July 3, 1900.
452	Sou. Pac. Co.....	Cancel.....	Special 2,100.....	July 3, 1900.
*453	Sou. Pac. Co.....	80c. and \$1.20 per bbl.....	Sugar and molasses.....	July 3, 1900.
454	Tex. & Pac. Ry. Co.	10c. per 100 lbs.....	Ice, L. C. L.....	July 3, 1900.
455	I. C. R. R.....	40c. per 100 lbs.....	Cotton gin feeders.....	July 3, 1900.
456	Sou. Pac. Co.....	Various.....	Junk, C. L.....	July 5, 1900.
457	I. C. R. R.....	8c. per 100 lbs.....	Moss, green, C. L.....	July 12, 1900.
458	S. E. & R. R. V. Ry.	Amends.....	Hay.....	July 12, 1900.
459	Sou. Pac. Co.....	20 per cent less than tariff.	Rice.....	July 12, 1900.
460	Tex. & Pac. Ry. Co.	\$1.00 per ton.....	Coke.....	July 12, 1900.
461	Tex. & Pac. Ry. Co.	Various.....	Lumber and cooperage	July 12, 1900.
462	Cumb. Tel. & Tel. Co.	\$2.50 per month.....	Business phones.....	July 12, 1900.
463	L. & A. R. R.....	2½c. per 100 lbs.....	Lumber.....	July 12, 1900.
464	Tex. & Pac. Ry. Co.	Sup 17, 18, 19, to Sou. Frt.	Committee class Ex.....	July 12, 1900.
465	V. S. & P. R. R.....	Min. 20,000.....	Ice.....	July 12, 1900.
466	Q. & C. Route.....	5c. per 100 lbs.....	Hog food.....	July 12, 1900.
467	Q. & C. Route.....	14c. per 100 lbs.....	Melons, L. C. L.....	July 12, 1900.
468	Sou. Pac. Co.....	8c., 10c., 12c.....	Shells for roofing.....	July 12, 1900.
469	I. C. R. R.....	25c. per bbl.....	Flour.....	July 12, 1900.
470	I. C. R. R.....	Various.....	Moss, L. C. L.....	July 12, 1900.
471	St. L. S. W. Ry.....	Various.....	Classes 1-5, A. E.....	July 16, 1900.
472	Tex. & Pac. Ry. Co.	\$1.25 per ton.....	Cotton seed.....	July 20, 1900.
473	L. & A. R. R.....	2½c. per 100 lbs.....	Construction material.	July 20, 1900.
474	Q. & C. Route.....	Various.....	Classes & commod ties.	July 20, 1900.
475	Tex. & Pac. Co.....	10c. per 100 lbs.....	Lumber, C. L.....	July 20, 1900.
476	Cumb. Tel. & Tel. Co.	Various.....	Telephone service.....	July 20, 1900.
477	Tex. & Pac. Co.....	25c. per bbl.....	5 lbs. sugar.....	July 20, 1900.
*478	Cumb. Tel. & Tel. Co.	\$2.50 per month.....	Telephones.....	July 20, 1900.
*479	Sou. Pac. Co.....	20 per cent less than tariff.	Construction material.	July 20, 1900.

*Cancelled

BY THE COMMISSION.

Expires.	APPLYING		Remarks.
	From.	To.	
.....	Points on line.....	Points on line.....	.
Sept 30, 1900.	Point on line.....	Westwego.....	Lumbr for gov- ernment work
.....	New Orleans.....	Points on line.....	
.....	Points on line.....	New Orleans.....	
.....	Points on line.....	Points on line.....	
.....	Landings on Sabine river.....	New Orleans.....	Re-issue.
.....	Alexandria.....	Cheneyville.....	Return ship- ment.
.....	New Orleans.....	Points Pt. Allen to New Roads.	
.....	Points on line.....	Points on line.....	
.....	Des Arc.....	Points on line.....	
.....	Bunkie and Morrows.....	New Orleans.....	
.....	Shreveport.....	Points on line.....	
.....	Shreveport.....	Points on line.....	
.....	Port Eads.....	New Orleans.....	
.....	Shreveport and Monroe.....	Allenton.....	
.....	Morrows.....	New Orleans.....	
.....	Points on La. Western Road..	New Orleans.....	To cover ship- ment, named.
.....	Gueydan and Abbeville.....	New Orleans.....	
.....	Bayou Lacassine.....	New Orleans.....	
.....	Points Bayou Grand Calliou..	New Orleans.....	
.....	Alexandria.....	Cheneyville.....	
.....	Gullels.....	Shreveport.....	
.....	Points on line.....	New Iberia and re-shipped..	
.....	anchac.....	Hammond.....	
.....	Des Arc.....	Points on line.....	
.....	Points on line.....	Crowley.....	
Shipment	New Orleans.....	Donaldsonville.....	And to cover June 12, 1900. Issued as part of 461. Retroactive to cover ship- ments already made.
.....	New Orleans and Int. points..	Belle Alliance and Int. points.	
.....	Franklin.....	Franklin.....	
.....	Nickel Plate Junction.....	Bienville Lumber Co.....	
.....	Points on line.....	Points on line.....	
.....	New Orleans.....	Points on East La. R. R.....	
.....	New Orleans.....	Mandeville.....	
.....	New Orleans.....	Lafayette, Lake Charles, etc..	
.....	New Orleans.....	Jackson.....	
.....	Points on line.....	Hammond.....	
.....	New Orleans.....	Gibbsland.....	And to cover June 12, 1900. Issued as part of 461. Retroactive to cover ship- ments already made.
.....	Points on New Roads Ex.....	Bunkie.....	
.....	Sibley.....	Cotton Valley.....	
.....	Shreveport and Monroe.....	Nickel Plate Junction.....	
.....	Lake Charles.....	Whitewater.....	
.....	Pt Eads Line points.....	New Orleans.....	
.....	New Orleans.....	Belle Alliance.....	
.....	Franklin.....	Franklin.....	
.....	Points on line.....	Crowley.....	

AUTHORITIES ISSUED

No. of Authority.	Name of Carrier.	Rate Applied For.	Commodity.	Date Issued.
480	Son. Pac. Co.	Min. 3,000 gallons.	Molasses in tank cars.	July 20, 1900.
481	Son. Pac. Co.	5c. on sugar, 10c. molasses	Empty barrels	July 20, 1900.
482	Houston & Shreve- port R. R.	Various	Classes 1-5, A. E.	July 21, 1900.
483	Son. Pac. Co.	Various	Salt.	July 21, 1900.
484	Wells Fargo & Co. Express.	40c. per 100 lbs.	Ice.	July 25, 1900.
485	Q. & C. Route.	12½c. per 100 lbs.	Flour	July 25, 1900.
486	L. & A. R. R.	\$5.00 per car	Machinery	July 25, 1900.
487	Son. Pac. Co.	25c. per ton	Sugar cane.	July 25, 1900.
488	Q. & C. Route	4c. per 100 lbs.	Brick, C. L.	July 30, 1900.
489	Son. Pac. Co.	5c.-10c.	Rice and oil, bbls.	July 30, 1900.
490	Son. Pac. Co.	\$3.66 per ton	Salt.	July 30, 1900.
491	Mo. Pac. Ry.	Various	Commodities	July 31, 1900.
492	Tex. & Pac. Ry. Co.	Maximum	Classes & commodities	Aug. 1, 1900.
493	Miss. Packet Co.	Various	Classes & commodities	Aug. 2, 1900.
494	All Carriers.	Order No. 91	Sugar cane.	Aug. 2, 1900.
495	K. C. Son. Ry.	Order No. 88	Cotton, flat	Aug. 2, 1900.
496	Q. & C. Route	2c. per 100 lbs.	Brick, fire, C. L.	Aug. 3, 1900.
497	K. C. Son. Ry.	24c. per 100 lbs.	Bagging, C. L.	Aug. 3, 1900.
498	Houston & Shreve- port Ry.	Various	Cotton seed	Aug. 4, 1900.
499	L. & A. R. R.	1c.-2c.	Stave bolts.	Aug. 9, 1900.
500	Son. Pac. Co.	Various	Grain	Aug. 9, 1900.
501	Tex. & Pac. Ry. Co.	Supplements 22, 23, 24, 25 and 94 H.	to Classification Rul- ing 94 H.	Aug. 9, 1900.
502	Tex. & Pac. Ry. Co.	Supplements 27, 28, 29, 30 and 30.	to Western Classifica- tion No. 30.	Aug. 9, 1900.
503	Tex. & Pac. Ry. Co.	Amendment	Tariff, D. B. 487 H.	Aug. 9, 1900.
504	V. S. & P. R. R.	12½c. per 100 lbs.	Hay	Aug. 9, 1900.
505	L. C. R. R.	Various	Manure	Aug. 9, 1900.
506	Tex. & Pac. Ry. Co.	25c. per 100 lbs.	Machinery	Aug. 9, 1900.
507	St. L. S. W. R. R.	Various	Classes & commodities	Aug. 11, 1900.
508	Q. & C. Route	Amends 188	Brick	Aug. 11, 1900.
509	Son. Pac. Co.	20 per cent less than tariff.	Construction material.	Aug. 11, 1900.
510	N. O. & N. W. Ry.	Various	Cotton and cotton seed.	Aug. 11, 1900.
511	N. O. & N. W. Ry.	Various	Cotton seed	Aug. 11, 1900.
*512	Son. Pac. Co.	6c. per 100 lbs.	Molasses tank cars	Aug. 11, 1900.
513	Tex. & Pac. Ry. Co.	Supplements 26, 27 to Clas- sification Ruling 94 H.	sification Ruling 94 H.	Aug. 15, 1900.
514	Tex. & Pac. Ry. Co.	\$11.50 per car	Hay	Aug. 15, 1900.
515	K. C. W. & G. Ry.	65c. per ton	Fertilizers	Aug. 15, 1900.
516	L. & A. R. R.	Various	Lumber	Aug. 15, 1900.
517	Son. Pac. Co.	9c. per 100 lbs.	Cotton seed hulls.	Aug. 15, 1900.
518	Tex. S. & N. Ry.	14c. per 100 lbs.	Lumber, hardwood.	Aug. 16, 1900.
*519	Mo. Pac. Ry.	1½c. per 100 lbs.	Brick	Aug. 20, 1900.
520	Q. & C. Route	12½c. per 100 lbs.	Corn meal, oat meal, etc.	Aug. 20, 1900.
521	Son. Pac. Co.	Same as grain.	Cotton seed hulls.	Aug. 20, 1900.
522	Tex. & Pac. Ry. Co.	Supplement 28 to Classifica- tion 91 H.	tion 91 H.	Aug. 20, 1900.
523	St. L. S. W. Ry.	Re-issue.	Cotton seed.	Aug. 20, 1900.
524	Son. Pac. Co.	\$5.00 per ton	Rails	Aug. 20, 1900.
525	L. & A. R. R.	Various	Class, and commodities	Aug. 20, 1900.

*Cancelled.

BY THE COMMISSION.

Expires.	APPLYING		Remarks.
	From.	To.	
	Points on line	New Orleans	Reduced Min. to 3,000 gals. on last car only.
	New Orleans	Points on Nap. and G. Ex.	
	Shreveport	Fannston	Same as from Avery Island
	Morgan City	Points in Louisiana	
	Shreveport	Benson	
	Monroe and Shreveport	Minden	
	Sibley	Mill Site Bienville Lumber Co	
	Point on line	Points on line	
Oct. 31, 1900	Shreveport	Ruston	Authority 481, Ext.
	New Orleans	Nap. & Thib. Extension	
	Avery's Mines	Points on R. R. V. R. R.	Effective Aug. 15, 1900.
	Monroe	Points on line	
	Shreveport	Points on line	
	Between New Orleans	Donaldsonville	
	Points in Louisiana	Points in Louisiana	
	Points on line	Shreveport	
Shipment	New Orleans	Slidell	
	New Orleans	Forbing	
	Points on line	Shreveport	
	Stations on L. & A. R. R.	Minden	
	New Orleans	Points on Thib. Extension	
	Points on line	Points on line	Maximum rate.
	Shreveport	V. S. & F. Stations	
	New Orleans	Stations on line	
	Alexandria	Gibbsland	
	Shreveport	Points on line	
Oct. 31, 1900	Shreveport	Ruston	Retroactive to July 30, 1900.
	Points on Louisiana	Ableville, etc.	Retroactive to Mar. 6, 1900.
	Points on line	Monroe	
	Points on line	Vidalia	
	Willswood plantation	New Orleans	
	Cypress	Victoria Mills	
Shipment	New Orleans	Lake Charles	
	Points named	Shreveport and New Orleans	
	Alexandria	Points on line	
	Points on line	New Orleans	
	Beauf Station	Monroe	
	Monroe and Shreveport	Minden	
	New Orleans	Napoleonville	Effective Aug. 1, 1900.
	Points on line	Points on line	
	Points on La & Ark. Ry.	Shreveport	
	Breaux Bridge	Houma	
	Stations on L. A. & R. R.	Shreveport and Monroe	

AUTHORITIES ISSUED

No of Authority	Name of Carrier.	Rate Applied For.	Commodity.	Date Issued.
526	Sou. Pac. Co	80c. and \$1.20 per bbl.	Sugar and molasses	Aug 20, 1900.
527	K. C., W. & G. Ry.	1 st c. per 100 lbs.	Sugar	Aug 20, 1900.
*528	Sou. Pac. Co	15c. p r 100 lbc.	Machinery	Aug. 21, 1900.
529	All carriers.	Order No. 93	Sugar cane	Aug. 22, 1900.
530	Tex. & Pac. Ry. Co.	Various	Lumber	Aug 25, 1900.
531	Tex. & Pac. Ry. Co.	Supplements Nos. 30 & 31	Western Class. No. 30.	Aug 25, 1900.
532	Sou. Pac. Co	75c per ton	Seed cotton	Aug 25, 1900.
533	Sou. Pac. Co	Texas exceptions to West	ern Classification.	Aug. 25, 1900.
534	L. & A. R. R.	One-half regular rate	Household goods.	Aug. 25, 1900.
534 1/2	Sou. Pac. Co	4c. per 100 lbs.	Molasses in tank cars.	Aug. 25, 1900.
535	Sou. Pac. Co	18c per 100 lbs	Sugar	Aug. 25, 1900.
536	Q. & C. Route	4c. per 100 lbs	Brick	Aug. 25, 1900.
537	L. & A. R. R.	\$7.50 per car	Sand	Aug. 27, 1900.
538	Sou. Pac. Co	Various	Water	Aug 27, 1900.
539	Tex. & Pac. Ry. Co.	Supplements 29 & 30 to	Classifi. Ruling 94 H.	Aug, 27, 1900.
540	Tex. & Pac. Ry. Co.	Supplements 32 to West	ern Classification No. 30	Aug. 27, 1900.
541	Tex. & Pac. Ry. Co.	7 1/2c per 100	Molasses	Aug. 29, 1900.
542	Tex. & Pac. Ry. Co.	15c. per 100 lbs.	Cotton	Sept. 7, 1900.
543	S. L. B. & Sou. Ry.	25c. per bale	Cotton	Sept. 8, 1900.
544	S. L. B. & Sou. Ry.	5c per 100 lbs.	Cotton seed, C. L.	Sept. 8, 1900.
545	S. L. B. & Sou. Ry.	75c. per bale	Cotton	Sept. 8, 1900.
546	S. L. B. & Sou. Ry.	7c. per 100 lbs.	Cotton seed, C. L.	Sept. 8, 1900.
547	Sou. Pac. Co	Various	Moss, C. L.	Sept. 8, 1900.
548	S. R. R. V. Ry	Various	Cotton, flat	Sept. 8, 1900.
549	Tex. & Pac. Ry. Co.	Various	Classes & commodities	Sept. 8, 1900.
*550	Sou. Pac. Co	One-half regular rate.	Rice.	Sept. 8, 1900.
551	Tex. & Pac. Ry. Co.	47c. per 100 lbs.	Shafting	Sept. 8, 1900.
552	Tex. & Pac. Ry. Co.	Supplement 33 to West	ern Classification No 30	Sept 8, 1900.
553	Tex. & Pac. Ry. Co.	Supplements 32 to 34, inclu	sive to Classification	Sept, 8, 1900.
		Ruling 94 H.		
*554	R. R. Line	50c. advance	Cotton, flat.	Sept 12, 1900.
555	Tex. & Pac. Ry. Co.	Supplements 35 & 36 to	Classification Ruling	
		No. 94 H.		Sept. 12, 1900.
556	Mo Pac. Ry.	6 1/2c. and 10c. per 100 lbs.	Scrap Iron	Sept. 12, 1900.
557	Mo Pac. Ry.	Various	Cotton seed	Sept. 12, 1900.
558	Tex. & Pac. Ry. Co.	15c. per 100 lbs.	1 car hay, 1 car oats.	Sept. 12, 1900.
559	N. O. & N. W. Ry.	Various	Cotton seed.	Sept. 15, 1900.
560	Tex. S. & N. S. Ry.	14c. per 100 lbs.	Hardwood lumber	Sept. 15, 1900.
561	V. S. & P. R. R.	12 1/2c per 100 lbs.	Hay	Sept. 15, 1900.
562	V. S. & P. R. R.	5c. per 100 lbs.	Hay	Sept. 15, 1900.
563	V. S. & P. R. R.	4c. per 100 lbs.	Brick, C. L.	Sept. 15, 1900.
564	L. & A. R. R.	Various	Classes & commodities	Sept. 15, 1900.
565	V. S. & P. R. R.	3c. per 100 lbs.	Brick, C. L.	Sept. 15, 1900.
566	Tex. & Pac. Ry. Co.	10c per 100 lbs.	Hay.	Sept. 15, 1900.
567	S. & R. R. V. Ry.	3c. per 100 lbs.	Brick, C. L.	Sept. 15, 1900.
568	T. S. & N. Ry.		Cotton.	Sept. 15, 1900.
569	I. C. R. R.	\$1.75 p r ton	Cotton seed, C. L.	Sept. 19, 1900.
570	Tex. & Pac. Ry. Co.	Order by Com.	Classes & commodities	Sept. 21, 1900.
571	Tex. & Pac. Ry. Co.	Various	Cotton and cotton seed	Sept. 21, 1900.

*Cancel ed.

BY THE COMMISSION.

Expires.	APPLYING		Remarks.
	From.	To.	
.....	Points on Bayou Grand Calliou	New Orleans	
.....	New Orleans	Lake Charles	
With shipm't	Arnaudville	Sunset	
.....	Points in Louisiana	Points in Louisiana	
With shipm't	New Orleans	Points on M & L. Ry	
.....	Points on line	Whiteville	
With shipm't	Minden	Keachie	
.....	Willwood Plantation	New Orleans	
.....	New Orleans	Lake Charles	
Oct. 31, 1900.	Monroe	Ruston	
.....	N. P. Junction	Minden	Construction.
.....	New Orleans	Points in Louisiana	
.....	
.....	Halfway House	New Orleans	
.....	Shreveport	Westwego and New Orleans	
.....	Points on line	Minden	
.....	Points on line	Minden	
.....	Points on line	Shreveport	
.....	Points on line	Shreveport	
.....	Points on line	Cpelousas	
.....	Points on line	Shreveport and New Orleans	
.....	New Orleans	Stations on S. & R. R. V. Ry	
Shipment	New Orleans	Crowley	
Shipment	Cypress	Plaquemine	
.....	
.....	
With high water.	Red River points	New Orleans	Temporarily.
.....	
Shipment.	Stations on line	Monroe	
.....	Points on line	Monroe	
Shipment.	New Orleans	Simsport	Telegraphed.
.....	Points on line	Vidalia	
.....	Points on line	New Orleans	
.....	Fosters and Fords	V. S. & P. Stations	
.....	Fords	Shreveport	
.....	Monroe	Acadia	
.....	Minden	Stations on line	
.....	Shreveport	Monroe	
.....	Natchitoches	Old River	
.....	Bossier City	Curtis	
.....	
.....	Baton Rouge	New Orleans	Telegraphed.
.....	New Orleans	Points named	Ordered by Commission.
.....	Points on line	New Orleans	Ordered by Commission.

AUTHORITIES ISSUED

No. of Authority	Name of Carrier	Rate Applied For.	Commodity.	Date Issued.
572	Tex. & Pac. Ry. Co.	Various	Classes & commodities.	Sept. 21, 1900.
573	N. O. & N. W. R. R.	50c. per barrel	Whiskey, wine and oil	Sept. 25, 1900.
574	Tex. & Pac. Ry. Co.	Supplement 34 to Western	Classification No. 30	Sept. 25, 1900.
575	Tex. & Pac. Ry. Co.	Supplement 37 and 30 to No. 94 H.	Classification Ruling	Sept. 25, 1900.
576	Son. Pac. Co.	18c. per 100 lbs.	Sugar	Sept. 25, 1900.
577	Son. Pac. Co.	Various	Cotton seed products	Sept. 25, 1900.
578	Tex. & Pac. Ry. Co.	\$15 per car	Cotton seed	Sept. 25, 1900.
579	Ark. Son. R. R.	Various	Classes & commodities	Sept. 25, 1900.
580	Tex. & Pac. Ry. Co.	10c. per 100 lbs.	Bacon	Sept. 25, 1900.
581	Tex. S. & N. Ry.	51c. per 100 lbs.	Cotton, round bales	Sept. 25, 1900.
582	Steamers Parlor City, Rosa "B" & Stella	Various	Cotton seed	Sept. 25, 1900.
583	Steamers Parlor City, Rosa "B" & Stella	Various	Cotton, flat	Sept. 25, 1900.
584	Steamers Parlor City, Rosa "B" & Stella	Various	Cotton seed and cotton	Sept. 25, 1900.
585	Miss Packet Co.	71c. per 100 lbs.	Hay	Sept. 25, 1900.
586	Tex. & Pac. Ry. Co.	Supplement 39 and 40 to No. 94 H.	Classification Ruling	Sept. 25, 1900.
587	Son. Pac. Co.	\$10 per car	Coal	Sept. 25, 1900.
588	Tex. & Pac. Ry. Co.	17c. per 100 lbs.	Sugar and molasses	Sept. 25, 1900.
589	Tex. & Pac. Ry. Co.	50c. per bale	Cotton	Sept. 25, 1900.
590	Tex. & Pac. Ry. Co.	\$10 per car	Cooperage	Sept. 29, 1900.
591	Tex. S. & N. Ry. Co.	Various	Cotton	Sept. 29, 1900.
592	Tex. & Pac. Ry. Co.	Various	Cotton, compressed	Oct. 1, 1900.
593	S. & R. R. V. Ry.	\$3.00 per ton	Cotton seed	Oct. 1, 1900.
594	S. & R. R. V. Ry.	Various	Classes & commodities	Oct. 1, 1900.
595	S. & R. R. V. Ry.	Various	Classes & commodities	Oct. 1, 1900.
596	L. & A. R. R.	75c. per bale	Cotton, flat	Oct. 1, 1900.
597	Tex. & Pac. Ry. Co.	Supplement 36 to Western Louisiana business.	Classification No. 30,	Oct. 1, 1900.
598	Son. Pac. Co.	\$15.00 per car	One car coal	Oct. 1, 1900.
599	Son. Pac. Co.	\$1.25 per ton	Seed cotton	Oct. 1, 1900.
600	K. C. & Pac. Ry. Co.	\$1.25 per bale	Cotton	Oct. 1, 1900.
601	Mo. Pac. Co.	6c. per 100 lbs.	Salt, two cars	Oct. 2, 1900.
602	Son. Pac. Co.	Various	Rice bran and polish	Oct. 2, 1900.
603	Tex. & Pac. Ry. Co.	Various	Class. & commodities	Oct. 5, 1900.
604	Tex. & Pac. Ry. Co.	Various	Class. & commodities	Oct. 5, 1900.
605	Tex. & Pac. Ry. Co.	12½c. per 100 lbs.	Bacon	Oct. 6, 1900.
606	Son. Pac. Co.	\$2.00 per ton	Bone black	Oct. 6, 1900.
607	Son. Pac. Co.	57½ per ton	Cotton in seed	Oct. 9, 1900.
608	Son. Pac. Co.	Various	Seed cotton	Oct. 9, 1900.
609	Tex. & Pac. Ry. Co.	Supplement 37 to Western Louisiana business.	Classification No. 30,	Oct. 9, 1900.
610	St. L. I. M. & S. Ry.	50c. per bale	Cotton, flat	Oct. 9, 1900.
611	S. S. & S. Ry.	Various	Cotton seed	Oct. 9, 1900.
612	K. C. Sou. Ry.	50c. per bale	Cotton flat	Oct. 10, 1900.
613	Tex. & Pac. Ry. Co.	10c. per 100 lbs.	Compressed cotton	Oct. 10, 1900.
614	Son. Pac. Co.	Various	Seed cotton, C. L.	Oct. 10, 1900.
615	Son. Pac. Co.	Various	C. S. and seed cotton	Oct. 10, 1900.
616	Son. Pac. Co.	Various	Lumber	Oct. 12, 1900.

Cancelled.

BY THE COMMISSION.

Expires.	APPLYING		Remarks.
	From.	To.	
	Shreveport	Natchitoches	
	New Orleans	Covington	
	Lake Charles	New Orleans	
	Breaux Bridge	New Orleans	
	Eight miles under	Bunkie	
	Points on line	Points on line	
	New Orleans	Port Allen	
	Uni.	New Orleans	
	Points on line	Monroe and New Orleans	
	Bayou Bertholemew	Monroe and New Orleans	
	Bayou D'Arbone	Monroe and New Orleans	
	Corey	Monroe	
	Canal Switch	Crowley	
	New Orleans	Monroe	
	Mansfield	Shreveport	
Shipment	McCall	St. Louis Plant	Telegraphed.
	Points on line	Shreveport	Effective Sept.
	Points on line	New Orleans	1, 1900.
	Machen	Shreveport and Bossier City	
	Shreveport	Manchac	
	New Orleans	Manchac	
	Stations south of Sibley	Sibley	
		Louisiana business	
	St. Martinville	Breaux Bridge	
Shipment	New Iberia	St. Martinville	
	Fordoche	New Orleans	
	Monroe	Columbia	
	Points on line	Points on line	
	New Orleans	Belle Alliance	
Shipment	New Orleans	Pattersonville & Napoleonville	
	New Orleans	Pts. on Indian Village Branch	
	Adeline Refinery	New Orleans	
	Bunkie	New Iberia	
	Points on line	Carencro and Cheneyville	
	Points on N. U. & R. Ry.	Monroe	
	Points in Louisiana	Shreveport	
	Mansfield and Hollingsworth	Shreveport	
	Bunkie	New Orleans	
	Points on line	Opelousas	
	Points on line	Breaux Bridge	
	Gibson	Points on line	

AUTHORITIES ISSUED

No. of Authority	Name of Carrier.	Rate Applied For.	Commodity.	Date Issued.
*617	Sou. Pac. Co.	Various	Cotton seed	Oct. 13, 1900..
*618	Sou. Pac. Co.	Various	Cotton seed hulls	Oct. 13, 1900..
*619	Sou. Pac. Co.	\$1.75 per ton	Coal	Oct. 13, 1900..
620	St. L. S. W. Ry.	20c. per 100 lbs.	Cotton seed	Oct. 15, 1900..
*621	V. S. & P. R. R.	\$1.00 per ton	Coal	Oct. 15, 1900..
622	Sou. Pac. Co.	Various	Seed cotton	Oct. 15, 1900..
623	K. C. Sou. Ry.	4c. per 100 lbs.	C. S. meal and hulls	Oct. 15, 1900..
624	K. C. Sou. Ry.	Various	Commodities	Oct. 19, 1900..
625	Tex. & Pac. Ry. Co.	Supplements 41 and 42 to No. 94, H. Louisiana	business	Oct. 19, 1900..
626	Tex. & Pac. Ry. Co.	Circus contract	Circus	Oct. 19, 1900..
627	Houston & Shreveport Ry.	Various	Class. & commodities	Oct. 20, 1900..
628	Tex. & Pac. Ry. Co.	Supplements 38 and 39 to No. 30, Louisiana business	Western Classification	Oct. 23, 1900..
629	Tex. & Pac. Ry. Co.	Supplements 43 and 44 to ruling No. 94, H.	T. & P. Classification	Oct. 23, 1900..
630	Cumb. Tel. & Tel. Co.	Various	Toll line	Oct. 23, 1900..
631	Sou. Pac. Co.	\$10.00 per car	Coal	Oct. 23, 1900..
632	Mo. Pac. Ry.	Various	Class. & commodities	Oct. 26, 1900..
633	Tex. & Pac. Ry. Co.	5c. and 10c. per bbl.	Sugar, rice & molasses	Oct. 26, 1900..
634	Cumb. Tel. & Tel. Co.	Various		Oct. 26, 1900..
635	Cumb. Tel. & Tel. Co.	Various		Oct. 26, 1900..
636	Cumb. Tel. & Tel. Co.	Various		Oct. 26, 1900..
637	Cumb. Tel. & Tel. Co.	Various		Oct. 26, 1900..
638	Cumb. Tel. & Tel. Co.	Various		Oct. 26, 1900..
639	Tex. & Pac. Ry. Co.	12 1/2c. per 100 lbs.	Potatoes and onions	Oct. 26, 1900..
640	Tex. & Pac. Ry. Co.	17c. per 100 lbs.	Sugar and molasses	Oct. 26, 1900..
641	Tex. & Pac. Ry. Co.	Various	Sugar and molasses	Oct. 27, 1900..
642	Tex. & Pac. Ry. Co.	Various	Cotton, flat	Oct. 27, 1900..
643	Sou. Pac. Co.	Various	Class. & commodities	Oct. 31, 1900..
644	Sou. Pac. Co.	15c. per 100 lbs.	Rice bran and polish	Oct. 31, 1900..
645	Tex. & Pac. Ry. Co.	Supplement 40 to Western Louisiana business	Classification No. 30,	Nov. 2, 1900..
646	Tex. & Pac. Ry. Co.	Supplement 45 to Classification H.	Classification Ruling, No. 94,	Nov. 2, 1900..
647	Tex. & Pac. Ry. Co.	70c. & 76c. and 48c. & 52c. second class	Soda	Nov. 2, 1900..
648	Sou. Pac. Co.	18c. per 100 lbs.	Molasses	Nov. 2, 1900..
649	Sou. Pac. Co.	Various	Sugar and molasses	Nov. 2, 1900..
650	Tex. & Pac. Ry. Co.	15c. per 100 lbs.	Cotton seed oil	Nov. 5, 1900..
651	Sou. Pac. Co.	\$5.00 per car	Switching charges	Nov. 5, 1900..
652	Sou. Pac. Co.	20c. per 100 lbs.	Cooperage	Nov. 5, 1900..
653	Tex. & Pac. Ry. Co.	17c. per 100 lbs.	Molasses, C. L.	Nov. 5, 1900..
654	Tex. & Pac. Ry. Co.	17c. per 100 lbs.	Molasses, C. L.	Nov. 5, 1900..
655	Sou. Pac. Co.	26c. per 100 lbs.	Cotton, compressed	Nov. 7, 1900..
656	Sou. Pac. Co.	Various	Salt	Nov. 7, 1900..
657	Tex. & Pac. Ry. Co.	Supplements 46 and 47 to No. 94 H, Louisiana	Classification Ruling, business	Nov. 10, 1900..
658	Tex. & Pac. Ry. Co.	Supplements 42 to T. & P. tions No. 94 H.	Classification Exceptions	Nov. 10, 1900..
659	I. C. R. R.	\$10.00 per car	Elevator dust	Nov. 10, 1900..

*Cancelled.

BY THE COMMISSION.

Expires.	APPLYING		Remarks.
	From.	To.	
.....	Points on line.....	Alexandria.....	.....
.....	St. Martinville.....	Points on line.....	.....
Shipment	New Orleans	Libby and Blum's Switch .....	.....
.....	Points on line.....	Shreveport .....	.....
Jan. 31, 1901	Delta Point	Shreveport .....	.....
.....	Points named	Cheneyville .....	.....
March 1, 1901	Shreveport	Frierson .....	.....
.....	New Orleans	Points on line.....	.....
.....
.....	Points on line.....	Points on line.....	.....
.....	Shreveport	Points on line.....	.....
.....
.....	Bayou Sale.....	Points in Louisiana .....	.....
Shipment	Franklin	F. & A. Junction .....	.....
.....	Monroe.....	Points on N. U. & R. Ry .....	.....
.....	New Orleans	New Roads and south .....	.....
.....	.....	Station at Stockfelt.....	.....
.....	.....	Buras .....	.....
.....	.....	Patonville .....	.....
.....	.....	Thomas' Mill.....	.....
.....	.....	Youngsville .....	.....
.....	New Orleans	Port Allen and south.....	.....
Shipment	New Orleans	Monroe .....	.....
.....	Points on line.....	Shreveport .....	.....
.....	Points on Watkins line.....	New Orleans via. Alexandria .....	.....
.....	Thibodaux	Points on line.....	.....
.....	Abbeville	New Orleans .....	.....
.....
.....	.....	Louisiana business .....	.....
.....	New Orleans	Collinsten .....	.....
.....	Lake Charles	New Orleans .....	.....
.....	Ashland Plantation.....	New Orleans .....	.....
.....	Shreveport	Gretna .....	.....
With service	Brothers switch.....	Gibson .....	.....
.....	Belle Grove Plantation	Oak Bluff .....	.....
Shipment	New Orleans	Shreveport .....	.....
.....	Lake Charles	New Orleans .....	.....
.....	Cheneyville	New Orleans .....	.....
.....	Avery's Salt Mines	Points on T. S. & Ry. & S. & R., R. V. R. R. .....	.....
.....
.....
.....	New Orleans	Tangipahoa .....	.....

AUTHORITIES ISSUED

No. of Authority	Name of Carrier.	Rate Applied For.	Commodity.	Date Issued.
660	Tex. & Pac. Ry. Co.	10c. per 100 lbs.	Old rails	Nov. 10, 1900.
*661	Tex. & Pac. Ry. Co.	25c. per barrel	Syrup	Nov. 10, 1900.
*662	S. & R. R. V. Ry.	10c. per 100 lbs.	Cotton seed meal and hulls	Nov. 12, 1900.
663	Avoyelles R. R.	\$1.75 per bale	Cotton	Nov. 14, 1900.
664	Tex. & Pac. Ry. and N. & R. R. V. Ry.	Various	Classes & commodities	Nov. 16, 1900.
665	Tex. & Pac. Ry. Co.	Various	Cotton, flat	Nov. 16, 1900.
666	Tex. & Pac. Ry. Co.	10c. per 100 lbs.	Bagging and ties	Nov. 19, 1900.
667	L. & A. R. R.	Various	Ties	Nov. 19, 1900.
668	Gasoline Union	Various	Commodities	Nov. 19, 1900.
669	Tex. & Pac. Ry. Co.	17c. per 100 lbs.	Molasses	Nov. 19, 1900.
670	Tex. S. & N. Ry.	Various	Cotton seed	Nov. 19, 1900.
671	Tex. & Pac. Ry. Co.	Supplement 42 to Western Louisiana business.	Classification No. 30,	Nov. 19, 1900.
672	Sou. Pac. Co.	\$1.00 per ton	Old rails	Nov. 19, 1900.
673	Tex. & Pac. Ry. Co.	Supplement 48 to Classification Louisiana business.	Classification Ruling No. 94 H.	Nov. 19, 1900.
674	Tex. & Pac. Ry. Co.	17c. per 100 lbs.	Molasses	Nov. 19, 1900.
675	Tex. & Pac. Ry. Co.	5c. per bbl	Empty barrels	Nov. 27, 1900.
676	V. S. & P. R. R.	30c. per 100 lbs.	Saw mill carriage	Nov. 27, 1900.
677	Tex. & Pac. Ry. Co.	17c. per 100 lbs.	Molasses, one car	Nov. 27, 1900.
678	Sou. Pac. Co.	Various	Cotton seed	Nov. 27, 1900.
679	Tex. & Pac. Ry. Co.	17c. per 100 lbs.	Molasses	Nov. 27, 1900.
680	Tex. S. & N. Ry.	4c. per 100 lbs.	Seed cotton	Nov. 27, 1900.
681	Sou. Pac. Co.	\$2.00 per ton	Coal	Nov. 27, 1900.
682	Houston & Shreveport Ry.	Various	Mixed carload Cotton seed, meal and hulls.	Nov. 27, 1900.
683	Tex. & Pac. Ry. Co.	25c. per bbl	Oysters	Nov. 30, 1900.
684	Tex. & Pac. Ry. Co.	Supplement 49 to Classification Louisiana business.	Classification Ruling No. 94 H.	Nov. 30, 1900.
685	Tex. & Pac. Ry. Co.	Supplement 50 to Classification Louisiana business.	Classification Ruling No. 94 H.	Nov. 30, 1900.
686	Tex. & Pac. Ry. Co.	20c. and 10c.	Rosin and turpentine	Dec. 1, 1900.
687	Tex. & Pac. Ry. Co.	17c. per 100 lbs.	Molasses	Dec. 1, 1900.
688	Sou. Pac. Co.	Various	Salt	Dec. 1, 1900.
689	Tex. & Pac. Ry. Co.	17c. per 100 lbs.	Molasses	Dec. 4, 1900.
690	V. & P. R. R.	Various	Cotton	Dec. 4, 1900.
691	E. La. R. R.	\$1.50	2 horses and carriage	Dec. 8, 1900.
692	Y. & M. V. R. R.	\$1.75 per ton	Cotton seed	Dec. 8, 1900.
693	Cumb. Tel. & Tel. Co.	Various	Toll service	Dec. 10, 1900.
694	Cumb. Tel. & Tel. Co.	Various	Toll service	Dec. 10, 1900.
695	Cumb. Tel. & Tel. Co.	Various	Toll service	Dec. 10, 1900.
696	Tex. & Pac. Ry. Co.	10c. per 100 lbs.	Bagging and ties	Dec. 10, 1900.
697	Mo. Pac. Ry.	Various	Classes & commodities	Dec. 10, 1900.
698	Gasoline Union	20c. per bbl	Flour and meal	Dec. 10, 1900.
699	Y. & M. V. R. R.	Compromise	Cotton	Dec. 10, 1900.
700	Y. & M. V. R. R.	Compromise	Cotton seed	Dec. 10, 1900.
701	I. C. R. R.	Compromise	Cotton	Dec. 10, 1900.
702	Sou. Pac. Co.	124c. per 100 lbs.	Old iron	Dec. 10, 1900.
*703	Sou. Pac. Co.	15c. per 100 lbs.	Second-hand outfit	Dec. 14, 1901.

*Cancelled.

BY THE COMMISSION.

Expires.	APPLYING		Remarks.
	From.	To.	
Dec. 31, 1900.	Cheneyville	De Soto Mills	
Dec. 31, 1900.	Antonia plantation	St. Delphine Plantation....	
.....	Shreveport	Loggy Bayou and Machen....	
.....	Points on Avoyel es Railroad.	New Orleans	
Nov. 21, 1900.	Shreveport	Points on N & R. V. R. R....	
.....	Points on line	New Orleans	
Shipment	Woyce	Shreveport	
.....	Points on line	Points on line	
.....	Monroe	Points on river	
Shipment	New Orleans	Shreveport	
.....	Points on line	Shreveport	
.....	Huron Switch	Alexandria and Cheneyville..	
.....	
Shipment	New Orleans	Shreveport	
.....	New Orleans	Smithfield Switch	
Shipment	Monroe	Shreveport	
Shipment	New Orleans	Shreveport	
.....	Points on line	Alexandria	
Shipment	New Orleans	Shreveport	
.....	Loma	Gillion	
.....	New Orleans	Star	
.....	Shreveport	Points on line	
April 30, 1901.	New Orleans	Points on line	
April 30, 1901.	.....	.....
April 30, 1901.	.....	.....
.....	Chopin	New Orleans	
Shipment	New Orleans	Shreveport	
.....	Salt Mines	Points on I. & V. Ry.	
.....	New Orleans	Shreveport	
.....	Points on line	Points named	
Shipment	Covington	New Orleans	
.....	Bayou Sara	New Orleans	
.....	Iowa	Points in Louisiana	
.....	Roanoke	Points in Louisiana	
.....	Welch	Points in Louisiana	
.....	New Orleans	Alexandria	
.....	Points in Louisiana	Points in Louisiana	
.....	West Monroe	Points on route	
.....	Norwood, etc.	New Orleans	
.....	Points on line	New Orleans	
.....	Points on line	New Orleans	
Shipment	New Orleans	Lake Charles	
Shipment	Lake Charles	Jennings	

AUTHORITIES ISSUED

No. of Authority.	Name of Carrier.	Rate Applied For.	Commodity.	Date Issued.
704	Gasoline Union.....	\$1. 25 per bale.....	Cotton.....	Dec. 14, 1900.
705	Sou. Pac. Co.....	Class D.....	Cement and lime, mixed	Dec. 17, 1900
706	S. & R. R. V. Ry.....	Various.....	Passenger.....	Dec. 17, 1900.
707	V. S. & P. R. R.....	10c per 100 lbs.....	Molasses.....	Dec. 17, 1900.
708	Sou. Pac. Co.....	Various.....	Sugar and molasses.....	Dec. 17, 1900.
709	Sou. Pac. Co.....	Various.....	Commodities.....	Dec. 20, 1900.
710	Tex. & Pac. Ry. Co.	Supplements Nos. 51 & 52 to T. & P. Classification Ruling No. 94 H.....		Dec. 20, 1900.
711	Sou. Pac. Co.....	Various.....	Molasses.....	Dec. 21, 1900.
712	Tex. S. & N. Ry.....	Various.....	Brick and boiler.....	Dec. 21, 1900.
713	Tex. & Pac. Ry. Co.	Supplements Nos. 1, 2, 3, to Classification No. 31		Dec. 21, 1900.
714	Tex. & Pac. Ry. Co.	17c. per 100 lbs.....	Molasses.....	Dec. 21, 1900.
715	I. C. R. R.....	\$17 per car.....	Cattle.....	Dec. 21, 1900.
716	E. La. R. R.....	\$4 per lot.....	Horse and buggy.....	Dec. 22, 1900.
717	Mo. Pac. Ry.....	Various.....	Hay.....	Dec. 24, 1900.
718	Sou. Pac. Co.....	34c. per 100 lbs.....	Lumber.....	Dec. 24, 1900.
719	Sou. Pac. Co.....	Various.....	Lumber and shingles.....	Dec. 26, 1900.
720	N. O. & N. E. R.....	Various.....	Commodities.....	Dec. 26, 1900.
721	Tex. & Pac. Ry. Co.	Various.....	Merchandise.....	Dec. 27, 1900.
722	Tex. & Pac. Ry. Co.	18c. per 100 lbs.....	Sugar.....	Dec. 27, 1900.
723	Tex. & Pac. Ry. Co.	Supplements 53 and 54 to Ruling No. 94 H.....	T. & P. Classification	Dec. 29, 1900.
724	Tex. & Pac. Ry. Co.	74c per 100.....	Cotton seed meal.....	Dec. 29, 1900.
725	Cumb. Tel. & Tel. Co	Various.....	Toll service.....	Dec. 31, 1900
726	Cumb. Tel. & Tel. Co	Various.....	Toll service.....	Dec. 31, 1900.
727	Tex. & Pac. Ry. Co.	Various.....	Class and commodities Western Classification No 31, La business.	Jan. 1, 1901.
728	Tex. & Pac. Ry. Co.	Various.....	Whiskey and wine.....	Jan. 2, 1901.
729	Tex. & Pac. Ry. Co.	40c. one-half bbl.....	Rice straw.....	Jan. 2, 1901.
730	Sou. Pac. Co.....	15c. per 100 lbs.....	Logs.....	Jan. 7, 1901.
731	N. O. & N. E. R. R.....	Various.....	Tariff J. B., 4197 H.....	Jan. 7, 1901.
732	Tex. & Pac. Ry. Co.	Various.....	Supplement No. 2 to Tariff No. 2216.....	Jan. 7, 1901.
733	St. L. S. W. Ry.....	Various.....	Branch Exch. service.....	Jan. 7, 1901.
734	Cumb. Tel. & Tel. Co	Various.....	Cotton bagging.....	Jan. 7, 1901.
735	I. C. R. R.....	Various.....	Class & commodities.....	Jan. 8, 1901.
736	St. L. S. W. Ry.....	Various.....	Toll line.....	Jan. 8, 1901.
737	Cumb. Tel. & Tel. Co	Various.....	Toll line.....	Jan. 8, 1901.
738	Cumb. Tel. & Tel. Co	Various.....	Toll line.....	Jan. 8, 1901.
739	Tex. & Pac. Ry. Co.	10c. per 100 lbs.....	Sugar.....	Jan. 9, 1901.
740	Tex. & Pac. Ry. Co.	Various.....	Supplements 4 and 5 to West. Classification Nos. 30 and 31.....	Jan. 9, 1901.
741	Tex. & Pac. Ry. Co.	Various.....	Merchandise.....	Jan. 9, 1901.
742	Tex. & Pac. Ry. Co.	5c. per 100 lbs.....	Commodities.....	Jan. 9, 1901.
743	Tex. & Pac. Ry. Co.	10c. per 100 lbs.....	C. S. Meal and cake.....	Jan. 9, 1901.
744	Sou. Pac. Co.....	10c per 100 lbs.....	Commodities.....	Jan. 11, 1901.
745	Cumb. Tel. & Tel. Co	Various.....	Toll line.....	Jan. 11, 1901.
746	Q. & C. Route.....	5c per 100 lbs.....	Rice polish.....	Jan. 14, 1901.
747	Tex. & Pac. Ry. Co.	Various.....	Supp. No. 6 and corrections to West. Classification No. 31.....	Jan. 15, 1901.

Cancelled.

BY THE COMMISSION.

Expires.	APPLYING		Remarks.
	From.	To.	
.....	Points on Bayou D'Arbonne..	New Orleans .....	.....
Shipment	New Orleans	Florence .....	.....
.....	Points on line	Points on line .....	.....
.....	Shreveport	Monroe .....	.....
.....	Points on line	Points on line .....	.....
.....	New Orleans	Lockport .....	.....
.....
.....	Houma	New Orleans .....	.....
Shipment	Shreveport	Gilliam .....	.....
.....
Shipment	New Orleans	Shreveport .....	.....
.....	Tangipahoa	New Orleans .....	.....
.....	Covington	New Orleans .....	.....
.....	Points on line	Tallulah .....	.....
Shipment	Points on line	Points on line .....	.....
.....	Houma	Points on line .....	.....
.....	Points on line	Points on line .....	.....
.....	Sup. to Tariff L. C. No. 2 .....	.....	.....
Shipment	Lake Charles	New Orleans .....	.....
.....
May 31, 1901	Points in Louisiana	Points on line .....	.....
.....	Crowley	Points in Louisiana .....	.....
.....	Coushatta	Points in Louisiana .....	.....
.....	New Orleans	Points in Louisiana .....	.....
.....	.....	Louisiana business .....	.....
.....	.....	Louisiana business .....	.....
.....	Bayou Vermilion	New Orleans .....	.....
.....	Points on line	Points on line .....	.....
.....	.....	Louisiana business .....	.....
.....	.....	Louisiana business .....	.....
.....	New Orleans	New Orleans .....	.....
.....	New Orleans	Bayou Sara .....	.....
.....	Bessie K. Plantation	Minden and Sibley .....	.....
.....	Mandeville	Points in Louisiana .....	.....
.....	Ingleside Plantation	Points in Louisiana .....	.....
Shipment .....	.....	New Orleans .....	.....
.....
.....	Shreveport	Points in Louisiana .....	.....
Shipment	Shr. veport	Mansfield Junction .....	.....
.....	Boyce	Westwego .....	.....
Shipment	Iota Station	Worse Station .....	.....
.....	Gayden	Points in Louisiana .....	.....
.....	New Orleans	Stations on East La. R. R .....	.....
.....
.....

AUTHORITIES ISSUED

No. of Authority.	Name of Carrier.	Rate Applied For.	Commodity.	Date Issued.
748	Sou. Pac. Co.	Various	Lumber	Jan. 18, 1901.
749	Tex. & Pac. Ry. Co.	\$2 per ton	Grabbos	Jan. 18, 1901.
750	Tex. & Pac. Ry. Co.	Various	Sup. 7 to West. Classification No. 31	Jan. 18, 1901.
751	Tex. & Pac. Ry. Co.	Various	Commodities	Jan. 18, 1901.
752	Tex. & Pac. Ry. Co.	Supplement to No. 2 to Tariff No. 2216	St. L. S. W. Ry. Co.	Jan. 18, 1901.
*753	T. S. & N. Ry.	65c. per cord	Wood	Jan. 18, 1901.
754	Tex. & Pac. Ry. Co.	Class. Rul. No. 97, H and Class. Ruling No. 94 H	Amendments 2, 3, 4 to P Classification Ruling	Jan. 18, 1901.
755	Tex. & Pac. Ry. Co.	12½c. per 100 lbs.	Hardwood	Jan. 18, 1901.
756	Tex. & Pac. Ry. Co.	50c. per ton	Cotton seed	Jan. 18, 1901.
757	Wells Fargo & Co. Ex	25c. per 100	Beer and ice	Jan. 18, 1901.
758	Carriers East of Mississippi River	Southern Classifi. No. 25.		Jan. 19, 1901.
759	Sou. Pac. Co.	Various	Salt	Jan. 23, 1901.
760	Tex. & Pac. Ry. Co.	60c. per 100 lbs.	Hogsheads	Jan. 26, 1901.
761	Tex. & Pac. Ry. Co.	Supplement No. 4 to T. & No 97 H.		Jan. 26, 1901.
*762	Sou. Pac. Co.	4c. per 100 lbs.	Cross ties	Jan. 28, 1901.
763	Sou. Pac. Co.	6c. per 100 lbs.	Lumber	Jan. 28, 1901.
764	V. S. & P. R. R.	C. L. 12. L. C. L. 20.	Wagon material	Jan. 28, 1901.
765	Sou. Pac. Co.	Various	Salt	Jan. 28, 1901.
766	L. & A. R. R.	C. L. 12c. L. C. L. 20c.	Wagon material	Jan. 30, 1901.
767	S. & R. R. V. R. R.	Various	Coal, C. L.	Jan. 30, 1901.
768	Tex. & Pac. Ry. Co.	9c. per 100 lbs.	Logs	Jan. 30, 1901.
779	Tex. & Pac. Ry. Co.	Various	Sugar	Jan. 30, 1901.
770	N. O. & Wash. Packet Co.	Various	Commodities	Jan. 31, 1901.
771	Tex. & Pac. Ry. Co.	C. L. \$1.90 per ton. L. C. L. \$3.25 per ton.	Fertilizer	Jan. 31, 1901.
772	Sou. Pac. Co.	C. L. \$1.90 per ton. L. C. L. \$3.25 per ton.	Fertilizer	Feb. 4, 1901.
773	Tex. & Pac. Ry. Co.	Supplement 5 to Classification Ruling No. 97 H	cotton seed oil	Feb. 4, 1901.
774	L. & A. R. R.	20c. per 100, C. L. 25c. per 100, tC. L.	Cottonseed meal & cake	Feb. 4, 1901.
*775	Sou. Pac. Co.	\$1.55 per ton, C. L.	Fertilizer	Feb. 4, 1901.
776	Q. & C. Route	6c. per 100 lbs.	Fertilizer	Feb. 4, 1901.
777	Y. & M. V. R. R.	57 per car.	Slab wood	Feb. 8, 1901.
778	Sou. Pac. Co.	7c. per 100 lbs.	Lumber	Feb. 11, 1901.
*779	Sou. Pac. Co.	5c. per 100 lbs.	Laths	Feb. 11, 1901.
*780	Tex. & Pac. Ry. Co.	Various	Lumber. Sup 15 to Local Freight tariff No. 6994 (cor)	Feb. 11, 1901.
781	Tex. & Pac. Ry. Co.	Various	Sup. 8 to T. & P. Ruling No 97 H	Feb. 11, 1901.
782	Tex. & Pac. Ry. Co.	Various	Sup. 8 & 9 to Western Classification No. 31.	Feb. 11, 1901.
783	I. C. R. R.	10c. per 100 lbs.	Cabbage and crate mat.	Feb. 11, 1901.
*784	Tex. & Pac. Ry. Co.	\$1.50 per ton	Sugar cane	Feb. 12, 1901.
*785	Sou. Pac. Co.	\$10 per car.	Sand	Feb. 12, 1901.
*786	Tex. & Pac. Ry. Co.	Various	Rosin and turpentine.	Feb. 12, 1901.

*Cancelled.

BY THE COMMISSION.

Expires.	APPLYING		Remarks.
	From.	To.	
	Lafayette.....	Stations on line.....	
	Monroe.....	New Orleans.....	
	Side Tracks and Spurs on Bayou Lafourche.....		
		New Orleans.....	
		Louisiana business.....	
Aug. 31, 1901	Points on line.....	Shreveport.....	
Shipment	Marthaville.....	New Orleans.....	
	Seips and Willow Glen.....	Alexandria.....	
	Avery's Island.....	New Orleans.....	
		Louisiana business.....	
	Cypremort and Morgan City.....	Points in Louisiana.....	
Shipment	Kilona.....	Alexandria.....	
Shipment	Bowie.....	Abbeville.....	
Shipment	Lake Charles.....	New Orleans.....	
	Dubberly.....	Monroe and Shreveport.....	
	Cypremort and Morgan City.....	Pts. on K. C. W. & G. & Monroe.....	
	Minden.....	Shreveport.....	
	Shreveport.....	Points on line.....	
Shipment	Chopin.....	New Orleans.....	
	Woodlawn and Belle Alliance.....	Albemarle.....	
	New Orleans.....	Bayou Courtableau.....	
	New Orleans.....	Points on line.....	
	New Orleans.....	Points on line.....	
		Louisiana business.....	
	Minden.....	New Orleans.....	
	New Orleans.....	Shreveport.....	
	Shreveport.....	Pts. on S. L. B. & S. Ry.....	
	Lutcher.....	St Elmo.....	
Sept. 1, 1901	Cypress Mills.....	New Orleans.....	
Shipment	Patterson.....	Harvey.....	
		Louisiana business.....	
	Hammond.....	La Place.....	
Shipment	Meeks.....	Shreveport.....	
	Avery's Island.....	Abbeville.....	
	Lena.....	New Orleans.....	

AUTHORITIES ISSUED

No. of Authority	Name of Carrier.	Rate Applied For.	Commodity.	Date Issued.
787	N. O. & N. E. R. R.	4c. per 100, C. L.	Brick	Feb. 12, 1901.
788	L. & A. R. R.	\$2.25 per ton	C. S. meal, cake and hulls	Feb. 13, 1901.
789	I. C. R. R.	Various	Class. and commodities	Feb. 15, 1901.
790	Sou. Pac. Co.	\$15 per car.	Sand	Feb. 15, 1901.
791	Sou. Pac. Co.	Various	Lumber	Feb. 15, 1901.
792	L. & A. R. R.	Various	Hardwood lumber	Feb. 15, 1901.
793	Cumb. Tel. & Tel. Co.	Various	Toll line	Feb. 15, 1901.
794	Tex. & Pac. Ry. Co.	Various	Lumber	Feb. 18, 1901.
795	Tex. & Pac. Ry. Co.	Sup. No. 10 to Western	Classification No. 31	Feb. 18, 1901.
796	S. & R. R. V. Ry.	Reduced minimum	Lumber	Feb. 22, 1901.
797	S. & R. R. V. Ry.	Various	Logs, C. L.	Feb. 23, 1901.
798	Tex. & Pac. Ry. Co.	Sup. No. 11 to Western	Classification No. 31	Feb. 23, 1901.
799	Tex. & Pac. Ry. Co.	Supps. 9 and 12 to Classifi	cation Rul. No. 97 H.	Feb. 25, 1901.
800	Tex. & Pac. Ry. Co.	10c. per 100 lbs.	2nd-hand machinery	Feb. 26, 1901.
801	Y. & M. V. R. R.	\$1.50 per ton	Boneblack	Feb. 27, 1901.
802	Tex. & Pac. Ry. Co.	17c. per 100 lbs.	Sugar	Feb. 27, 1901.
803	Q. & C. Route	5c. per 100 lbs.	Steam shovel	Feb. 27, 1901.
804	Sou. Pac. Co. and Barker's Barge Line	55c. per bbl.	Sugar	Feb. 28, 1901.
805	Tex. & Pac. Ry. Co.	Various	Class and commodities	Mar. 1, 1901.
806	Sou. Pac. Co.	\$1.00 per ton	Scrap iron	Mar. 2, 1901.
*807	Sou. Pac. Co.	Special	Seed cotton	Mar. 2, 1901.
808	Sou. Pac. Co.	10c. per 100 lbs.	Old iron	Mar. 8, 1901.
809	Sou. Pac. Co.	Various	Logs	Mar. 8, 1901.
810	Tex. & Pac. Ry. Co.	Supplement 12 to Western	Classification No. 31	Mar. 8, 1901.
811	Sou. Pac. Co.	4th class	Finishing lumber	Mar. 9, 1901.
812	Sou. Pac. Co.	6c. per 100 lbs.	Lumber	Mar. 9, 1901.
813	Tex. & Pac. Ry. Co.	Sup. 14 to Classifi. excep	T. & P. Ruling No. 97 H.	Mar. 9, 1901.
*14	Tex. & Pac. Ry. Co.	65c. per ton	Coal	Mar. 11, 1901.
815	Tex. & Pac. Ry. Co.	Supplement 13 to Western	Classification No. 31	Mar. 11, 1901.
*16	Sou. Pac. Co.	Minimum, 17,000 lbs. C. L.	Hay	Mar. 11, 1901.
817	Sou. Pac. Co.	9c. per 100 lbs.	Lumber	Mar. 12, 1901.
818	Queen & Cres. Route	\$2.20 per ton	Fertilizer	Mar. 12, 1901.
819	Tex. & Pac. Ry. Co.	\$10 per car.	Old rails	Mar. 15, 1901.
820	Sou. Pac. Co.	15c. per 100 lbs.	Cane cars	Mar. 15, 1901.
821	L. & A. R. R.	Excess baggage		Mar. 15, 1901.
822	Tex. & Pac. Ry. Co.	Supplement 14 to Western	Classification No. 31	Mar. 18, 1901.
823	Cumb. Tel. & Tel. Co.	Various	Toll line	Mar. 18, 1901.
824	Tex. & Pac. Ry. Co.	Supplement 16 to Classifi	cation Ruling No. 97 H.	Mar. 20, 1901.
825	Tex. & Pac. Ry. Co.	Supplement 15 to West	ern Classification No. 31	Mar. 20, 1901.
826	Q. & C. Route	\$18 per car	Water	Mar. 22, 1901.
827	Mo. Pac. Ry. Co.	Various	Class and commodities	Mar. 25, 1901.
828	Tex. & Pac. Ry. Co.	\$1.50 per cord	Wood	Mar. 25, 1901.
829	Tex. & Pac. Ry. Co.	20c. per 100 lbs., L. C. L.	Potatoes and onions	Mar. 25, 1901.
830	Sou. Pac. Co.	Various	Charcoal, C. L.	Mar. 25, 1901.
831	Sou. Pac. Co.	\$10 per car	Saw Mill slabs	Mar. 25, 1901.
832	Sou. Pac. Co.	Various	Cotton seed meal	Mar. 25, 1901.
*33	East La. R. R.	20c. per barrel	Rosin	Mar. 26, 1901.
834	Sou. Pac. Co.	C. L. \$3.00. L. C. L. \$4.00	Fertilizer	Mar. 27, 1901.
835	Sou. Pac. Co.	Various	Empty barrels	Mar. 27, 1901.

Cancelled.

BY THE COMMISSION.

Expires.	APPLYING		Remarks.
	From.	To.	
	Slidell Salem, St. Joseph....	Covington	
	Points on line.....	Points on line.....	
	New Orleans	Points on K & E. Ry	
	Avery's Island	Points on Bayou Teche	
	Points on line	New Orleans	
	Points on line	Minden	
	Abita Springs	Points in Louisiana	
	Sup. 15, to Local Freight Tariff	6944 H.	
	Points on line	Louisiana business	
	Points on line	Points on line	
	Points on line	Shreveport	
		Louisiana business	
Shipment	Alexandria	Louisiana business	
	New Orleans	Bunkie	
Shipment	Weil Sugar House	Gramercy	
Shipment	New Orleans	New Orleans	
		Slidell	
	Lafourche Crossing	New Orleans	
	Shreveport	Grand Cane & Mansfield Junction	
Shipment	Sulphur Mines	Lake Charles	
Shipment	Morgan City	Washington, La.	
Shipment	Washington	Loyds	
	Points on line	Washington	
		Louisiana business	
	Jeanerette and New Iberia	New Orleans	
May 1, 1901	Ramos	New Orleans	
	Plaquemine	Nichol's Mill	
		Louisiana business	
	New Orleans	Local Stations	
May 1, 1901	Westlake	Donaldsonville	
	Shreveport	Points on Arkansas S. R. R.	
Shipment	Meeker's Plantation	Chetwood Plantation	
Shipment	Meekers	Lever Station	
	Points on line	Points on line	
		Louisiana business	
	Sunset	Stations in Louisiana	
		Louisiana business	
		Louisiana business	
	Abita Springs	New Orleans	
	Monroe	Points on S & O. C. Ry	
Oct. 15, 1901	Port Allen and New Roads	New Orleans	
	New Orleans	Points on New Roads Branch	
	New Iberia	Points on line	
Sept. 31, 1901	Lake Charles and Westlake	New Orleans	
	Breaux Bridge	Local Stations	
Shipment	Covington	New Orleans	
	New Orleans	Points on Arnaudville Extension	
Oct. 1, 1901	New Orleans	Points on I & V. Ry	

AUTHORITIES ISSUED

No. of Authority	Name of Carrier.	Rate Applied For.	Commodity.	Date Issued.
836	Tex. & Pac. Ry. Co.	Various	Flour, meal, hominy and grits	Mar. 27, 1901.
837	Tex. & Pac. Ry. Co.	Supplement 17 to Classification Ruling No. 97 H.	Cotton seed	Mar. 27, 1901.
838	Tex. & Pac. Ry. Co.	Various	Fertilizer, C. L.	Mar. 28, 1901.
839	Son. Pac. Co.	\$2.50 per ton	Fertilizer, C. L.	Mar. 28, 1901.
840	Tex. & Pac. Ry. Co.	Supplement 16 to Western Classification No. 31	Toll line	Mar. 29, 1901.
841	Cumb. Tel. & Tel. Co.	Various	Cotton	Apr. 1, 1901.
842	Tex. & Pac. Ry. Co.	25c. per bale	Mardi-Gras outfit	Apr. 1, 1901.
843	L. & A. R. R.	30c. per 100 lbs.	Cooperage, C. L.	Apr. 1, 1901.
844	I. C. R. R.	6c. per 100 lbs.	Cotton	Apr. 1, 1901.
845	Tex. & Pac. Ry. Co.	75c. per bale	Supplement 17 to Western Classification No. 31	Apr. 2, 1901.
846	L. & A. R. R.	Supplement 17 to Western Classification No. 31	Oats	Apr. 2, 1901.
847	Tex. & Pac. Ry. Co.	1c. less than regular rate from New Orleans	Commodities	Apr. 3, 1901.
848	Son. Pac. Co.	Various	Class. and commodities	Apr. 4, 1901.
849	L. & A. R. R.	Cancelled	Class. and commodities	Apr. 4, 1901.
850	Miss. Packet Co.	Various	Class. and commodities	Apr. 4, 1901.
851	Quachita Riv. Strs.	Various	Class. and commodities	Apr. 4, 1901.
852	Tex. & Pac. Ry. Co.	12c. per 100 lbs.	2nd-hand machinery	Apr. 5, 1901.
853	Tex. & Pac. Ry. Co.	Supplement 19 to Classification Ruling No. 97 H.	Classes & commodities	Apr. 8, 1901.
854	Son. Pac. Co.	Various	Lumber	Apr. 11, 1901.
855	Son. Pac. Co.	3c. per 100 lbs.	Cotton seed	Apr. 11, 1901.
856	Son. Pac. Co.	25c. per 100 lbs.	Cement & lime, L. C. L.	Apr. 11, 1901.
857	Son. Pac. Co.	C. L. rate	Scrap iron	Apr. 11, 1901.
858	Me. Pac. Ry. Co.	10c. per 100 lbs.	Fertilizer	Apr. 11, 1901.
859	Tex. & Pac. Ry. Co.	\$1.00 per ton	Lumber, C. L.	Apr. 11, 1901.
860	Son. Pac. Co.	5c. per 100 lbs.	Lumber	Apr. 11, 1901.
861	Son. Pac. Co.	\$5.00 per car	Live stock	Apr. 13, 1901.
862	Tex. & Pac. Ry. Co.	Various	Supplement No. 18 to Western Classification No. 31	Apr. 13, 1901.
863	Tex. & Pac. Ry. Co.	Various	Cotton seed meal	Apr. 13, 1901.
864	Son. Pac. Co.	Various	Classes & commodities	Apr. 13, 1901.
865	Tex. & Pac. Ry. Co.	Various	Rates, rules and regulations	Apr. 13, 1901.
866	Tex. & Pac. Ry. Co.	Various	Cotton, uncompressed	Apr. 15, 1901.
867	Queen & Cres. Route	\$2.25 per bale	Supplement 22 to Classification Ruling No. 97 H.	Apr. 18, 1901.
868	Tex. & Pac. Ry. Co.	Various	Exhibits N. O. horse show	Apr. 18, 1901.
869	Tex. & Pac. Ry. Co.	Various	Lumber	Apr. 18, 1901.
870	Tex. & Pac. Ry. Co.	5c. per 100 lbs.	Salt	Apr. 18, 1901.
871	Son. Pac. Co.	\$1.59 short ton	Toll line	Apr. 18, 1901.
872	Cumb. Tel. & Tel. Co.	Various	Toll line	Apr. 18, 1901.
873	Cumb. Tel. & Tel. Co.	Various	Toll line	Apr. 18, 1901.
874	East La. R. R. Co.	20c. C. L., 25c. L. C. L.	Rosin and turpentine	Apr. 18, 1901.
875	Tex. & Pac. Ry. Co.	12c. per 100 lbs., C. L.	Boat oars	Apr. 20, 1901.
876	Tex. & Pac. Ry. Co.	15c. per 100 lbs.	Cotton seed	Apr. 20, 1901.
877	Queen & Cres. Route	Class "B"	Bacon in bags and boxes	Apr. 20, 1901.
878	La. & Ark. R. R.	Various	Commodities	Apr. 20, 1901.
879	K. C. Son. Ry.	Various	Classes & commodities	Apr. 22, 1901.
880	Son. Pac. Co.	6c. per 100 lbs.	Lumber	Apr. 22, 1901.
881	S. & R. R. V. Ry.	10c. per 100 lbs.	Hay	Apr. 22, 1901.
882	Queen & Cres. Route	Various	General merchandise	Apr. 25, 1901.
883	East La. R. R.	11c. per 100 lbs. L. C. L.	Building material	Apr. 25, 1901.

*Cancelled.

BY THE COMMISSION.

Expires.	APPLYING		Remarks.
	From.	To.	
	New Orleans	Points on S. & R. R. V. Ry.	
		Louisiana business	
	Points on T. S. & N. Ry.	Shreveport	
	New Orleans	Mansfield	
		Louisiana business	
	Morse	Points on line	
	Stations on line	Minden and intermediate pts.	
	New Orleans	Shreveport	
	New Orleans	Belle Alliance	
	Stations South of Sibley	Minden and intermediate pts.	
		Louisiana business	
	Donaldsonville	Points on line	
	New Iberia	Points on Houma Branch	
	Points on route	Points on route	
	New Orleans	Monroe and Columbia	
Shipment	Cypress	Marthaville	
		Louisiana business	
	Napoleonville	Points on Napoleonville Br.	
	New Iberia and Jeanerette	Franklin & Abbeville Ry. June	
Shipment	Bayou Vermilion points	New Orleans	
Shipment	New Orleans	Welch	
Shipment	Crow's Spur	Mourree	
Shipment	Donaldsonville	French plantation	
Oct. 1, 1901	New Iberia	Lafayette	
	Bowie	Raceland	
	New Orleans	Alexandria	
	Alexandria	Bayou Lafourche points	
	J. B. 4290 H.		
	J. B. 4270 H.		
Sept. 1, 1901	Ruston	New Orleans	
	Points in Louisiana	New Orleans	
	Provençal	Shreveport	
	Belle Island and Cypremort	New Orleans	
	Opelousas	Points in Louisiana	
	Shrada	Points in Louisiana	
	Points on line	New Orleans	
	Plaquemine	New Orleans	
Shipment	Unit and Shreveport	New Orleans	
	Stations on N. O. & N. E. R. R.	Stations on N. O. & N. E. R. R.	
	Shreveport	Stations on line	
	Lake Charles	Monroe	
	Lake Charles	Iota	
	Luella	Grapps Bluff	
	Vicksburg and Monroe	Points in Louisiana	
Shipment	New Orleans	Covington	Shipment

AUTHORITIES ISSUED

No. of Authority.	Name of Carrier.	Rate Applied for.	Commodity.	Date Issued.
884	Steamer America....	10c. per 100 lbs.....	Lumber	Apr. 25, 1901.
885	N. O. & N. W. Ry. Co.	Various	Classes & commodities.	Apr. 25, 1901.
886	Queen & Cres. Route.	3c. per 100 lbs. C. L.....	Brick	Apr. 26, 1901.
887	N. O. & N. W. Ry. Co.	Various	Classes & commodities.	Apr. 30, 1901.
888	N. O. & N. W. Ry. Co.	Various	Hay, native grown....	Apr. 30, 1901.
889	Sou. Pac. Co	\$1.10 per ton	C. S. Meal	Apr. 30, 1901.
890	Tex. & Pac. Ry. Co..	Supplement 19 to Western	Classification No. 31...	Apr. 30, 1901.
891	Tex. & Pac. Ry. Co..	Supplement 24 to Classifi	cation Ruling No. 97. H.	Apr. 30, 1901.
892	Tex. & Pac. Ry. Co..	Supplement 20 to Western	Classification No. 31...	Apr. 30, 1901.
893	Mo. Pac. Ry. Co.....	2c. per 100 lbs.....	Old lumber	Apr. 30, 1901.
894	Mo. Pac. Ry. Co.	Various	Fertilizer	Apr. 30, 1901.
895	Ocean Towboat Line.	Various	Telegrams	Apr. 30, 1901.

BY THE COMMISSION.

Expires	APPLYING		Remarks.
	From	To	
Sept. 13, 1901	Black and Old River	New Orleans	
	Vidalia	Stations in Louisiana	
	Monroe	Trenton	
	Monroe	Oak Ridge	
	Wisner	Florence	
	Breaux's Bridge	Keystone and intermediate points	
	
	
Shipment	Monroe	McLain's Spur	
	Shreveport	Stats. on H. C. A. & N. Ry. ...	
	Points on line	Points on line	

APPENDIX "B."

EXTRACT FROM REPORT OF EXPERT

ON THE

Cumberland Telephone and Telegraph Company.

EXTRACT FROM REPORT OF EXPERT

ON THE

Cumberland Telephone and Telegraph Company.

"To the Railroad Commission of Louisiana, Baton Rouge, La.:

"Gentlemen—In accordance with your instructions, dated July 12, 1900, I proceeded to the General Office of the Cumberland Telephone and Telegraph Company, in the City of Nashville, Tennessee, to examine the books and accounts of that Company on behalf of your Commission, and I now beg to report thereupon.

In this report I shall not make any attempt to compare the telephone rates in force and the conditions existing in Louisiana with the rates and conditions existing in other States and cities, on hearsay evidence, which I have no means of verifying, but I shall draw a very close comparison between the rates in force in the four principal cities (New Orleans, Louisville, Nashville and Memphis), where the Cumberland Company transacts its business, and in reference to which I have been able to secure much definite information from the examination I have made of the books and records of the company.

"Further, the conditions found to exist in New Orleans are so radically different from other large cities in the United States, that it would be misleading to even quote the rates in force elsewhere, without at the same time, contrasting the existing conditions."

PERIOD EXAMINED.

"The period for which the books of account have been examined is from March 1, 1898, when the Cumberland Company came to Louisiana, to 1st March, 1900—a period of two years—sufficient to provide an accurate basis for calculating the earnings of the Company."

INCORPORATED IN KENTUCKY.

"The Cumberland Telephone and Telegraph Company was incorporated in June, 1883, under the laws of the State of

Kentucky, with an authorized capital of \$3,000,000; and with executive offices at Nashville, Tenn."

THE EXAMINATION.

"The books of original entry with respect to the operation of the New Orleans exchange are kept in that city, but every detail is reported to the head office at Nashville, monthly, with pay rolls, vouchers, and original bills for all expenditures. At my request these New Orleans books were sent to Nashville where I had an opportunity of examining them. I found them to be in very simple form and to be in accordance with the main books of account of the Company, which are kept at the head office, and which formed the subject of my examination. These books are kept in double entry, on the voucher system, and are regularly balanced, but the method in book-keeping does not lend itself to the purposes of the enquiry in hand. The records of the business as a whole are kept in one common set of accounts for all territory. It therefore became necessary, in addition to examining the books of account, to analyze carefully all managers' and agents' reports, all vouchers and attached bills and pay rolls, and to collate the earning and expenses appertaining, (1st) to the City of New Orleans, and, (2nd) to the several exchanges in Louisiana, outside of New Orleans, and the Toll Lines. This has been accomplished with a great deal of labor in clerical work, and the statements and findings now set before you are the result."

NEW ORLEANS TELEPHONE PLANT.

"As previously stated, the entire telephone construction in the City of New Orleans has been built anew by the Cumberland Company since it took possession in the spring of 1898. I am assured that the whole system has been constructed according to the latest and best plans and specifications; and that, in every part, the plant is of the most modern and improved type known to the science of telephony. Some red cedar poles have been used and a few sawed cypress, cut from the heart of the tree, but the large majority of the poles are extra large and heavy creosoted pine.

"The switchboard, route boards and other interior apparatus are of the latest type, made by the best manufacturers under special patents and erected in the Company's own building, which was specially built for use as a telephone exchange.

"The antiquated apparatus and instruments used by the Great Southern Telephone Company, prior to 1898, (Blake transmitters with grounded wires), which are unusable on a long distance line, have been almost entirely taken out, only one hundred such instruments remain in service, and these are leased under old contracts by subscribers who desire no change in service."

SWITCH BOARDS.

"The old fashioned switchboard, which had done fourteen years' service for the Great Southern Company, was well nigh worn out in 1898 and had become obsolete, as it was adapted only to the original grounded wire system, which had for some years refused to render good telephone service in New Orleans, by reason of the interference of electric currents from the several street car lines.

"In September, 1898, this was replaced by a complete new "visual signal" switchboard of the most modern and highly improved type, specially manufactured for the Company by the Western Electric Company at a cost of \$46,728.45. It is provided with one common battery situated at the central office, and is equipped with 3300 lines, of which 2111 were in service on August 1st. The removal of the receiver from its hook calls the attention of the switchboard operator by illuminating a small electric light with which each circuit is provided. This device has earned the name of "visual signal."

AN EXPERT'S OPINION.

"From an independent source I have obtained an expression of opinion as to the New Orleans plant from Mr. Charles J. Glidden, President of the Erie Telephone System of Lowell, Mass., an acknowledged expert in the telephone business, and a gentleman who is not in any way connected with the Cumberland Telephone Company. In his letter to the writer, under date September 13, 1900, Mr. Glidden writes:

"I consider the plant at New Orleans strictly up to date in every detail and one of the best telephone systems in the United States."

"The total cost of the New Orleans plant, outside of the underground work, up to March 1, 1900, was \$668,476.36."

NEW ORLEANS EXCHANGE BUILDING.

"The Company owns the four story and a half brick building situated at the corner of Carondelet and Poydras streets,

75 by 60 feet, built by the Great Southern Company in 1897, at a cost of \$51,626.30 for the building alone. The Company has very recently constructed its own sewerage system, from the exchange building to the river, and its own pumping apparatus.

"The value for which the building and land stand on the books on March 1, 1900, after writing off \$10,000 in 1898, when the assets of the Great Southern Company were taken over, is \$73,128.24, which I believe is a conservative figure.

"The Company also owns the telephone exchange buildings at Louisville, Ky., (cost \$108,034), Nashville, Tenn., (cost \$47,216), Memphis, Tenn., New Albany, Ind., Evansville, Ind., Shreveport, La., and Meridian, Miss."

TEAMS AND WAGONS.

"The Company owns and uses in its business at New Orleans, twenty-one horses and mules and twelve wagons."

TOLL LINES.

"The Great Southern Telephone and Telegraph Company, had built, prior to the date of purchase, a telephone line from New Orleans to Baton Rouge (90 miles), with separate spur lines to Donaldsonville, (3 miles), to Plaquemine, (21 miles), to Thibodaux, (35 miles), and to Bayou Sara (32 miles), in all 181 miles. The Great Southern had also built a telephone line from Berwick City, through Franklin, to New Iberia, a distance of 44 miles. Both of these lines were cheaply built, largely of pine and sawed cypress poles and equipped with old fashioned apparatus. These lines have since been largely reconstructed by the Cumberland Company and equipped with modern apparatus, suitable for use on a standard long distance system.

The Cumberland Company, up to 28th of February, 1900, had constructed the following lines, all of which were equipped with modern instruments, constituting a strictly first class long distance system:

"A. From New Orleans, on a private right of way, partly along the Illinois Central Railroad through to Memphis, Tenn., in all 396 miles, of which eighty-eight miles are in the State of Louisiana. This line was opened for business in January, 1899, and cost the sum of \$90,445.20, or \$1,027.78 per mile. The enormous cost of this line is due to the nature of the country through which it is built, four miles being through waters of

Lake Pontchartrain and 34 miles through swamp and semi-tropical forest, with a cable twelve hundred feet long under Natchac Pass.

"B. From New Orleans, along the Yazoo and Mississippi Valley Railroad, via Baton Rouge to Vicksburg, Miss., in all 236 miles, of which 130 miles are in Louisiana. The ninety miles from New Orleans to Baton Rouge, which were originally built by the Great Southern Company, were renovated at a cost of about two hundred dollars a mile, while the forty miles of newly constructed line, cost \$549 a mile.

"C. From New Orleans, along the Southern Pacific Railroad to Crowley, La., a distance of 166 miles. This line was open for business November 1, 1899, and cost the Company \$45,658.49. From Shreveport to Morgan City, (25 miles), and from Lafayette to Crowley, (22 miles), the wires were run on the pole line of the telegraph company. About thirty-five miles of this line were renovated at a cost of about \$75 a mile, while the remaining eight-four miles were entirely new, and cost the Company \$439 a mile.

"D. From New Orleans, along the Texas and Pacific Railroad to Devall, La., a distance of 115 miles. This line was open January last and cost \$298 a mile.

"E. From Shreveport, along the Shreveport, Red River Valley R. R., to Natchitoches, La., a distance of 85 miles. This line was open all through in June, 1899. It cost only \$186 a mile, as certain valuable concessions were made by the Railroad Company.

"F. From New Orleans, along the west bank of the Mississippi river to Buras, La., a distance of 60 miles. This line was incomplete on 1st March last, but had cost \$15,213.38 up to that date.

"G. From New Orleans, along the east bank of the Mississippi river to Port Eads, La., a distance of 104 miles. This line was incomplete March 1, 1900, but had cost \$18,254.87 up to that date.

"H. The Company built several other toll lines in Louisiana, running into Shreveport, Houma, Donaldsonville, Bayou Sara and other towns on which had been expended up to March 1, 1900, the sum of \$21,796.80."

SUMMARY.

"From the foregoing we see that while the Great Southern Company built all together 225 miles of Toll Line, the Cumberland Company has built, during the first two years of its

business in Louisiana, over five hundred miles of entirely new standard long distance telephone line; has renovated about two hundred miles and has partly constructed 164 miles all at a total cost, up to 1st March, 1900, of \$281,453.94, for the Louisiana portion of the construction."

RATES.

"A comparison of the rates in force in New Orleans, at the beginning, middle and end of the period I have examined, will afford some idea of the great change that has come over the telephone business in New Orleans in the last two years.

"When the Cumberland Company took hold of the Louisiana business in March 1898, there was in force three flat rates, viz:

"\$120 a year for long distance telephones.

"\$96 a year for grounded lines (Blake Transmitters.)

"\$60 a year for same in residences.

"A few subscribers, at long distances from the exchange, paid more than \$120; certain city officials and special businesses paid intermediate rates, while a few subscribed small sums for extension lines. At this time it appears that there was a margin of profit in the business.

"The middle column of the following table shows the change that had taken place at the end of the first year. (April 1899).

"In March, 1900, it will be seen that the rates had been completely metamorphosed.

"The flat rates that had ruled during the time of the Great Southern Company, have given place to a sliding scale of prices for limited service and party lines, the rates of these varying from one to fifty per cent of the unlimited direct line rate.

"This change has been made by the Company to meet the demand for cheaper telephone service."

COMPARATIVE TABLE OF RATES IN FORCE IN NEW ORLEANS.

	March, 1893.	April, 1899.	March, 1900.
NUMBER OF SUBSCRIBERS.			
Residences.....	423	730	1662
Business.....	1340	1803	1759
Total.....	<u>1763</u>	<u>2533</u>	<u>3421</u>
	<u>==</u>	<u>==</u>	<u>==</u>
NET RATES.			
Free.....	42	68	83
\$12 per annum.....			677
\$24 " ".....	5	62	83
\$30 " ".....	10	264	27
\$36 " ".....		261	481
\$42 " ".....		1	217
\$48 " ".....		283	335
At other rates less than \$60.....		86	34
\$60 per annum.....	372	342	657
At other rates less than \$96.....	162	167	199
\$96 per annum.....	948	329	105
At other rates less than \$120.....	32	48	43
\$120 per annum.....	143	540	426
At rates over \$120.....	49	79	54
Total.....	<u>1763</u>	<u>2533</u>	<u>3421</u>
	<u>==</u>	<u>==</u>	<u>==</u>

SYNOPSIS.

Free instruments	42	68	83
At \$60 or less	387	1302	2511
Over \$60	1334	1163	827
Total	<u>1763</u>	<u>2533</u>	<u>3421</u>
	<u>==</u>	<u>==</u>	<u>==</u>

"The average rates in New Orleans on the three dates above mentioned were:

"\$88.33, 1st March, 1898; \$73.25, 1st April, 1899; \$54.19, 1st March, 1900."

"In August 1900, the average rate for all the Cumberland Company's telephone service in New Orleans, excluding those at an extreme distance from the switchboard, was \$51.95 per annum. Thus it will be seen that the average rate in New Orleans has steadily fallen since the Cumberland took over the business."

BUSINESS RATES.

"The principal business rates for telephone service in New Orleans in March, 1900, were:

"A. \$120 per annum for full unlimited service on a standard long distance metallic circuit.

"B. \$72 per annum for the like unlimited service—two subscribers on a line.

"C. \$48 per annum for the like service—four subscribers on a line.

"D. \$36 per annum for the like service—six subscribers on a line.

"Let us look at each one of these rates in turn and at the cost of rendering the service."

A. UNLIMITED SERVICE ON METALLIC CIRCUIT.

Annual rental	\$120 00
The cost of rendering this service, based upon the accounting made up to 1st of March, 1900, amounts to..	97 34
Operating	\$11 11
Royalties	7 25
Maintenane	29 37
Bad Debts	5 28
General Expenses	15 87
Depreciation	28 46
The profit to the Company on this instrument for a year is.....	\$22 66

Which is equal to 4 85-100 per cent upon \$467.35, the proportionate amount of the Company's capital invested to render the above service.

(B) TWO PARTY METALLIC CIRCUIT LINE.

Annual rental	\$72 00
The cost of rendering this service is as follows:	
Operating	\$ 5 55
Royalties	5 25
Maintenance	16 16
Bad Debts.....	2 17
General expenses	12 33
Depreciation.....	15 65

Total	\$58 11
The profit to the Company on this instrument for a year is	\$13 89

Which is equal to 5 67-100 per cent upon \$245.35 the proportionate amount of capital used.

(C) FOUR-PARTY METALLIC CIRCUIT.

Annual rental	\$48 00
The cost of rendering this service is as follows:	
Operating	\$ 3 70
Royalties	3 50
Maintenance	11 26

Bad debts.....	2 11
General Expenses	11 01
Depreciation	10 91
<hr/>	
Total.....	\$42 49
The profit to the company on this instrument for a	
year is	\$ 5 51
Which is equal to 3 3-10 per cent upon \$167.46, the proportionate	
amount of capital used.	

(D) SIX-PARTY METALLIC CIRCUIT.

Annual rental	\$36 00
The cost of rendering this service is as follows:	
Operating	\$ 2 78
Royalties	2 50
Maintenance	8 81
Bad debts	1 58
General Expenses	10 36
Depreciation	8 54
<hr/>	
Total	\$34 57
The profit to the company on this instrument for a	
year is	\$ 1 43
Which is equal to 1 1-10 per cent upon \$128.52, the proportionate	
amount of capital used.	

PROFESSIONAL RATES.

"Doctors, lawyers, architects, dentists, engineers and other professional men are supplied with telephone service at the following reduced rates: (E.) \$84.00 per annum for full unlimited service on a standard long distance metallic circuit. (F.) \$60.00 per annum for service with identically the same equipment, limited however, to sixty calls a month. (G.) \$42.00 per annum for unlimited service on the same equipment, with four subscribers on a line."

"Let us look at the cost of rendering the service in each case.

"Please note that the cost of the outfit, the cost of operating and maintaining same and the depreciation to be met is identical for E. and F.

(E) UNLIMITED SERVICE ON METALLIC CIRCUIT.

Annual rental	\$84 00
The cost of rendering this service is as follows:	
Operating	\$11 10
Royalties	5 75
Maintenance	29 37
Bad debts	3 69
General expenses	15 87
Depreciation	28 46

Total \$94 24

There is therefore a loss to the company on this instrument for each year of \$10 24

The proportionate amount of capital is \$467.35.

(F) LIMITED SERVICE ON METALLIC CIRCUIT (60 CALLS.

Annual rental	\$60 00
The cost of this service is the same as for unlimited service except as to royalties	
	\$91 94
There is a loss to the company on this instrument of....	\$31 94

But this is generally offset, or partially so, by an additional charge to the subscriber for "overcalls."

The capital employed is the same as for unlimited service.

(G) FOUR- PARTY LINE.

Annual rental	\$42 00
The cost of rendering this service is as follows:	
Operating	\$ 3 70
Royalties	3 00
Maintenance	11 26
Bad debts	1 85
General expenses	11 01
Depreciation	10 91

Total \$41 73

The profit to the company on this instrument for the year is..... 27

The capital employed amounts to \$167.46.

"From the above figures it will be seen that the service to professional people is rendered at a loss to the Company."

RESIDENCE RATES.

"The residence rates for telephone service in New Orleans in March, 1900, were: (H.) \$60 per annum for full unlimited

service on a standard long distance metallic circuit. (I.) \$42.00 per annum for limited service on a similar line, (60 calls)- (J.) \$48.00 per annum for unlimited service on a similar line, two subscribers on a line. (K.) \$30.00 same, four subscribers on a line. (L.) \$24.00 same, six subscribers, and (M.) \$12.00 same, ten subscribers."

"I find that this entire residence service is rendered at a loss to the Company. Let us look at each rate in turn."

(H) UNLIMITED SERVICE ON METALLIC CIRCUIT.

Annual rental	\$60 00
The cost of rendering this service is as follows:	
Operating	\$11 10
Royalties	4 50
Maintenance	29 37
Bad debts	2 64
General expenses	15 87
Depreciation	28 46

Total \$91 94

There is a loss to the company on this instrument of.... \$31 94

The proportionate amount of capital involved is \$467.35.

"N. B. The cost of operating and maintaining the wires and instruments involved in this service, and the amount of depreciation suffered, are identical, to all intents and purposes, with those of the most hardworking business instruments."

(I) LIMITED SERVICE ON DIRECT LINE.

Annual rental \$42 00

"The cost of rendering this service is identically the same as for the unlimited residence rate (H.) except as to royalty. The further loss (\$18) is often reduced by charges for "over-calls."

(J. K. L. M.)

PARTY LINES

"The following table shows the Annual Rentals and the cost of performing the service in each case:

	J. 2-party.	K. 4-party.	L. 6-party.	M. 10-party.
Line.....				
Annual rental.....	\$18 00	\$30 00	\$24 00	\$12 00
Cost of service—operating...	5 55	3 70	2 78	1 85
“ “ “ maintenance	16 16	11 26	8 81	6 12
General expenses	12 33	11 01	10 36	9 64
Royalties	3 50	2 00	1 50	1 50
Bad debts	2 11	1 33	1 06	53
Depreciation	15 65	10 91	8 54	5 93
Total.....	\$55 30	\$40 21	\$33 05	\$26 57
Loss to the Company	\$7 30	\$10 21	\$9 05	\$3 57
Proportion of capital	\$245 35	\$167 46	\$128 52	\$85 68

"This "ten-party" line service shows a greater loss to the Company than any other. The circuits are designed to carry ten subscribers. On September 4th, only five of these lines had their full complement of subscribers, while fifteen circuits had three subscribers or less. The average was six subscribers on a circuit."

COMPARATIVE TABLE.

	New Orleans.	Nashville.	Memphis.	Louisville.
Square miles of city covered by the exchange.	25	8	10	13
Miles of pole lines.....	97	34	31	59
Miles of underground conduits.....	164	none	none	72
Miles of wire.....	17,787	2,751	2,667	10,250
Number of circuits.....	2,111	2,221	2,263	3,315
Miles of wire per circuit.	8 42-100	1 24-100	1 18-100	309,109
Number of subscribers...	3,302	2,668	2,576	4,346
Population (1900) census	287,104	80,815	102,320	204,731
Population per telephone	87	30	40	47

"From the above figures it will be seen that, in point of territory covered, miles of Pole Lines and miles of underground conduits and population per subscriber, New Orleans has more than Memphis and Louisville together.

"In New Orleans there are 2,111 separate circuits and 17,787 miles wire laid, including aerial and underground cables, equal to an average of 8 42-100 miles of wire to each circuit. In Nashville the Company has 2,221 circuits and the work is performed by 2,751 miles of wire, an average of one mile and a quarter to each circuit. In Nashville the Company finds a subscriber among every thirty inhabitants; in Memphis among every forty inhabitants; in New Orleans one in every eighty-seven inhabitants.

"New Orleans has more wire strung over and under its thoroughfares, and along roads leading into the city, all directly attached to the central switchboard, than Louisville, Nashville and Memphis combined, though it has only about one-third of the subscribers and much less than a third of the number of circuits. About 80 per cent of the wire laid is in active service; approximately the same proportion in each town. Please bear in mind that New Orleans and Louisville are supplied with metallic circuits, involving double wire to each subscriber, while Nashville and Memphis are still, for the most part, on grounded lines with single wires.

Not a little additional expense was attached to a large portion of the aerial construction, to avoid trimming the many

handsome shade trees, so highly prized by the people of New Orleans."

GENERAL REMARKS.

"The results arrived at must not be taken to indicate that the telephone business in New Orleans cannot, under proper conditions, be made to pay a fair return on the capital invested. The loss made in New Orleans in 1899 was not brought about by any reduction in the principal standard rates for business and residence telephones, but is due to the fact that the Company has lost a very large share of its best subscribers (unlimited business telephones) and has taken on a greater number of low priced party-line subscribers at ruinously low rates. On 1st March, 1898, seventy-seven per cent of the Company's subscribers paid over \$60 a year, while only fifteen subscribers were served at a loss to the Company. On March 1, 1900, less than twenty-five per cent paid over \$60 a year and more than twenty-five hundred subscribers were served at a loss. This is not attributable solely to the change in rates and plan of service, but largely to the change from grounded wires to metallic circuits, the maintenance of which is far more expensive. The amount of capital invested in the New Orleans plant is enormous and the cost of maintenance very high, but I believe that the Company can make a fair return on its capital at the established standard rates, when conditions have been adjusted and the unprofitable party-line service has been cut out."

"So far as I have been able to observe, from the head office of the Company, without visiting any other exchange than Nashville, the business appears to be conducted with due economy."

CONCLUSION.

"In arriving at a conclusion in reference to the matter herein reported upon, I would ask you to keep in mind the conditions under which the Cumberland Telephone Company conducts its business in the City of New Orleans.

"The Company has no exclusive rights or privileges granted by the City; any person or company with the necessary capital can come into New Orleans and construct an opposition

telephone exchange, as has been shown. The Company exacts no lease from its subscribers, nor is payment in advance compulsory, except for six and ten-party line service; while any subscriber is at liberty to withdraw at any time.

"On the other hand the Company is unable to withdraw its investment. As previously stated, a large amount of capital (a million and a quarter) is permanently invested in the telephone business in the City, and this plant is, in an especial manner, subject to wear and tear and decay, is immovable, uninsurable and inconvertible to any other commercial use. No public utility, except perhaps a telegraph company, has so large a proportion of its assets exposed to the elements and liable to sudden destruction, by forces beyond human control. The recent disaster at Galveston is a most striking example of this. It will take many years' net profits of the local telephone company to pay for the damages inflicted upon its property in a few hours. This fact should be borne in mind in determining what is a fair percentage of net profit for a telephone company to make, and what constitutes fair rates for the service it renders to the public."

APPENDIX "C."

FINANCIAL STATEMENT

(From Organization of the Commission to December 31, 1900)

RECEIPTS.

Amount of appropriation for traveling expenses from November 15, 1898, to December 31, 1898	\$150 00
Amount of appropriation for six months ending June 30, 1899, traveling expenses	600 00
Amount of appropriation for six months ending December 31, 1899 traveling expenses	600 00
Amount of appropriation for six months ending June 30, 1900, traveling expenses	600 00
Amount of appropriation for six months ending December 31, 1900 traveling expenses	750 00
Amount of appropriation for six months ending December 31, 1900, office expenses, postage, etc.....	250 00
Total receipts.....	\$2,950 00

EXPENDITURES.

Traveling expenses from November 15, 1898, to December 31, 1898.....	\$140 60
Traveling expenses for six months ending June 30, 1899 ..	594 70
Traveling expenses for six months ending December 31, 1899	593 86
Traveling expenses for six months ending June 30, 1900 ..	615 35
Traveling expenses for six months ending December 31, 1900	752 83
Office expenses for six months ending December 31, 1900 ..	250 00
Total expenditures	\$2,947 34
Balance on hand to credit of traveling expenses.....	2 66

RECAPITULATION.

Amount received for traveling and office expenses, 1898, 1899, 1900 ..	\$2,950 00
Amount expended for traveling and office expenses, 1898, 1899, 1900 ..	2,947 34
Balance on hand to credit of traveling expenses.....	\$ 2 66

EXHIBIT "D."

COMPARATIVE

Capital Stock, Revenues, and Expenses
For the Years Ending

NAME OF ROAD.	Miles in 1900	Capital Stock	
		1900	1901
Arkansas, Louisiana, and Southern R. R.	22.7	\$ 98,500.00	
Arkansas Southern R. R.	50.00		\$ 50,000.00
Avery's R. R.	34.22		15,000.00
Chicago, St. Louis and New Orleans R. R.	87.74	1,000,000.00	1,000,000.00
East Louisiana R. R.	20.00	300,000.00	300,000.00
Houston and Seaboard R. R.	20.0	400,000.00	400,000.00
Idaho and Vermont R. R.	10.07	300,000.00	300,000.00
Illinois Central (operating) R. R.			
Jackson R. R.	4.6	30,000.00	30,000.00
Kansas City, Fort Worth and Denver R. R. (operating) ..		25,000,000.00	
Kansas City, Fort Worth and Denver R. R.	248.43		
Kansas City Southern R. R.	248.43		\$ 365,500.00
Kansas City, Wichita and Denver R. R.	98.37	1,180,440.00	1,180,440.00
of Louisiana East and West R. R.	6.00		100,000.00
Louisiana and Arkansas R. R.	72.8	300,000.00	600,000.00
Louisiana Central R. R.			
Louisiana and North West R. R.	50.00	3,000,000.00	1,422,440.00
Louisiana Southern R.	45.02	300,000.00	300,000.00
Louisiana Western R. R.	130.87	3,300,000.00	3,300,000.00
Louisiana and North West R. R. (operating) ..			400,000.00
Manassas, Richmond and Tidewater R. R. Co.	1.9	14,500.00	
Missouri and Louisiana R. R.	5.20	50,000.00	
Missouri, Louisiana and Texas R. R. and S. S. Co.	20.17	15,000,000.00	15,000,000.00
Shreveport, Red River and Texas R. R.	25.5		
Natchitoches and Red River Valley Ry.	10.00	100,000.00	100,000.00
New Orleans, Ft. Johnson and Grand Isle R. R.	50.46	243,650.00	243,650.00
New Orleans and Mobile R. R.	27.56	400,000.00	
New Orleans and Northeastern R. R.	42.48	5,000,000.00	5,000,000.00
New Orleans and North Western R. R.	98.85	4,500,000.00	4,500,000.00
New Orleans Western R. R.			
Pontchartraine R. R.	5.18	74,800.00	74,800.00
Shreve, Lake Bienville and Southern R. R.	21.00		
St. Louis, Avondale and South Western R. R.	30.00	300,000.00	300,000.00
St. Louis Iron Mountain and Southern Ry.		25,785,155.00	25,785,155.00
St. Louis Southwestern Ry.	25.8	36,500,000.00	36,000,000.00
Shreveport and Red River Valley Ry.	70.00	250,000.00	
Southern Pacific Co. (operating) ..			
Texas and Pacific Ry.	358.60	38,720,280.00	38,720,280.00
Texarkana, Shreveport and Natchez Ry.	72.00		
Vicksburg, Shreveport and Pacific R. R.	170.00	1,650,000.00	1,650,000.00
Yazoo and Mississippi Valley R. R.	170.20	6,168,400.00	6,168,400.00
Total		\$180,656,055.00	\$157,073,225.00
*Shreveport and Red River Valley Ry.	75.00		600,000.00

* This report received too late to be included in table.

† Abandoned. ‡ Track taken up 1896.

♦ Ceased operations 1900.

• Mileage not reported.

• Entire line. Texarkana to Shreveport.

TABLE.

of Railroads Operating in Louisiana,
June 30 1899, and June 30, 1900.

Total Gross Revenue		Total Expenses		Net Results	
1899	1900	1899	1900	1899	1900
\$ 24,549 73	\$ 138,230 67	\$ 17,419 84	\$ 50,904 91	\$ 7,129 88	\$ 81,325 76
	50,704 48		38,877 25		11,827 23
1,104,004 70	1,305,553 81	800,489 00	1,140,477 55	297,515 67	246,076 32
57,065 11	91,400 07	55,106 55	57,006 72	1,958 56	34,393 95
149,135 11	144,711 91	80,021 07	100,418 32	69,513 44	44,293 63
38,250 03	38,430 08	22,191 28	24,177 04	16,058 35	14,261 44
4,578 75	7,260 71	4,078 75	6,500 71	500 00	700 00
	867,410 28		773,745 78		93,664 50
174,231 40	228,773 10	138,132 16	172,236 30	36,099 24	56,537 10
	9,011 82		12,214 11		3,202 20
143,608 65	204,030 73	64,444 61	121,210 42	79,164 04	82,820 31
73,526 94	71,701 38	34,546 18	56,946 05	38,980 46	14,815 31
74,770 34	69,784 84	56,453 94	53,081 48	18,316 40	16,103 38
1,290,931 19	1,284,425 31	851,078 58	1,074,404 92	469,852 61	209,930 42
2,007 54		2,867 45		190 91	
4,083 17		12,023 32		7,340 15	
3,780,733 07	3,841,015 01	2,844,903 69	2,639,370 55	941,820 38	1,221,644 48
18,811 10	22,761 50	18,838 73	22,079 20	27 65	682 30
28,254 20	32,712 90	16,383 85	17,722 19	11,870 35	14,990 77
109,493 65	107,671 20	104,219 46	90,610 50	5,277 19	17,000 80
364,335 35	408,513 11	250,921 36	275,757 86	113,413 99	132,755 57
338,270 46	406,028 07	211,657 37	283,469 34	96,613 09	123,520 63
144,891 16	161,888 30	133,787 07	167,121 08	11,108 04	5,233 38
18,064 25	20,817 00	22,428 91	22,215 70	3,764 60	- 1,398 61
39,143 21		33,947 45		5,195 76	
12,870,323 95	14,378,201 41	8,598,965 35	8,779,553 19	4,201,358 60	5,598,738 22
3,482,065 91	3,555,180 46	2,311,940 37	2,248,623 30	1,170,125 54	1,306,557 16
56,226 77		45,449 20		10,777 57	
2,671,341 06	2,630,906 15	1,526,785 92	1,718,462 08	1,144,555 74	912,444 07
698,182 42	686,381 38	469,545 25	467,162 17	198,637 17	219,219 21
982,580 25	1,234,914 18	1,113,948 33	1,329,007 11	- 131,368 08	- 94,082 93
\$ 28,094,335 28	\$ 32,139,551 44	\$ 19,849,236 03	\$ 21,759,116 03	\$ 8,987,799 68	\$ 10,484,362 62
	117,939 85		73,596 80	142,700 43	- 103,927 21
					44,353 05

COMPARATIVE TABLE.

Showing Capital Invested, Gross Earnings, Gross Exp uses and Net Results, for the Years Ending June 30, 1899, and June 30, 1900, by Steamboat's and Steamboat Companies operating in Louisiana.

	Capital Invested		Gross Revenue		Total Expenses		Net Results	
	1899	1900	1899	1900	1899	1900	1899	1900
* Baton Rouge and Bayou Sara Packet Company	\$ 19,400 00		\$ 28,389 18		\$ 31,286 36		\$ 2,848 86	
* Bayou Teche Line								
City of Calden	21,931 00		57,725 00		50,014 19		- 7,711 41	
Interstate Transportation Company	215,200 00		123,821 88		100,283 00		- 17,541 88	
Lafourche Packet Company	1,000 00		97,477 31		85,691 03		- 11,886 28	
Lockport and Raceland Flatboat Line			21,462 17		20,462 04		- 1,000 13	
Lower Coast Packet Company	26,500 00		70,453 90		58,371 28		- 12,082 71	
* Memphis and Cincinnati Packet Company	150,000 00		17,880 21		33,143 09		- 11,907 16	
* Mississippi Packet Company	50,000 00		807,205 15		283,823 33		- 13,361 82	
Ouachita River Line								
Red River Line	00,000 00		218,405 80		217,942 09		- 463 71	
Steamer America	41,000 00		62,905 60		59,300 19		- 3,605 31	
Steamer Chickasaw			71,948 00		72,355 43		- 407 43	
Steamer New Canella	40,000 00		15,798 42		22,790 77		0,008 35	
Steamer Rosa B	2,500 00		7,684 40		6,506 97		- 1,178 43	
Total	\$ 653,131 00		\$1,131,500 94		\$1,057,870 70		\$-1,43,026 80	
							10,244 08	

* Operations contained in Report of Southern Pacific Company's Lines.

Cost of boats.

* Whole line. Proportion for Louisiana not obtainable.

* Net earnings for 1899 is shown without deducting depreciation of boats or interest paid on capital.

* Ceased operations in 1900.

COMPARATIVE TABLE.

Showing Capital Stock, Gross Revenue, Total Expenses and Net Results of Express Companies in Louisiana.

	Capital Stock		Gross Revenue		Total Expenses		Net Results	
	1893	1900	1899	1900	1899	1900	1899	1900
a. American Express Co. pany.....	\$1,000,000 00	\$1,000,000 00	\$ 25,671 13	\$ 29,124 60	\$ 50,612 96	\$ 57,118 01	\$ 124,941 83	\$ 37,983 40
b. Pacific Express Co. pany.....	6,000,000 00	6,000,000 00	43,176 34	61,773 05	30,161 15	43,401 91	-- 4,015 19	-- 18,377 14
a. Southern Express Co. pany.....	200,000 00	*	14,320 00	15,373 84	13,575 35	14,959 31	-- 754 15	-- 1,440 53
Wells, Fargo & Co. Express.....	4,000,000 00	4,000,000 00	139,452 90	181,801 91	107,415 78	131,313 71	-- 32,037 12	-- 50,486 20
Total.....	\$11,280,000 00	\$11,080,000 00	\$222,630 37	\$238,185 40	\$210,765 24	\$246,772 94	\$ 61,748 29	\$ 98,290 27

a. "Capital Stock" represents "shares" or "interests" in the company and the amounts shown are the amounts paid the holders of such "shares" or "interests" for the years named.

b. "Gross Earnings" is purely State business. No proportion of revenues derived from interstate business is included.

* Not given for 1900.

SUMMARY OF ACCIDENTS Occurring During the Year Ending June 30, 1899.

No.	NAME OF ROAD	CAUSE OF ACCIDENT	KILLED		INJURED	
			Passenger	Employee	Passenger	Employee
1	Mansfield Railway and Transportation Company	Falling off freight train				1
2	Houston and Shreveport Railroad Company	Negro lying on track		1		
3	Louisiana Central Railroad					
4	Mississippi and La fourche Railway					
5	New Orleans and Northeastern Railroad	Struck while on truck		1		1
5	New Orleans and Northeastern Railroad	Falling in train				
5	New Orleans and Northeastern Railroad	Handling machinery, tools, etc		1		1
5	New Orleans and Northeastern Railroad	Coupling				1
5	New Orleans and Northeastern Railroad	Struck side obstruction				1
5	New Orleans and Northeastern Railroad	Boarding moving train				2
5	New Orleans and Northeastern Railroad	Falling from train				1
6	Cinclare Central Factory Railway					
7	Vicksburg, Shreveport and Pacific Railroad					
8	Louisiana and Arkansas Railroad					
9	Natchitoches and Red River Valley Railway					
10	New Orleans, Ft. Jackson and Grand Isle Railroad					
11	St. Louis Southwestern Railway					
12	New Orleans and Mobile Railroad		2	2		5
13	Texas and Pacific Railway		1	1		0
14	Pontchartrain Railroad		1	14		16
15	Jackson Railroad					10
16	Arkansas, Louisiana and Southern Railway					2
17	St. Louis, Iron Mountain and Southern Railway					
18	Kansas City, Pittsburg and Gulf Railroad		4	3		6
19	Chicago, St. Louis and New Orleans Railroad		1	1		17
20	Yazoo and Mississippi Valley Railroad		1	13		21
21	East Louisiana Railroad			6		3
22	St. Louis, Avoyelles and Southwestern Railway					6

23 Shreveport, and Red River Valley Railroad.....	1	13	6	28	16
24 Morgan's La. and Tex. Railroad and Steamship Co.					
25 Iberia and Vermilion Railroad.....	1	4		20	6
26 Louisiana Western Railroad.....					
27 Natchez, Red River and Texas Railroad.....					
28 New Orleans and Northwestern Railroad.....				1	
29 Kansas City, Watkins and Gulf Railway.....					
30 Louisiana Southern Railway.....					
31 Louisiana and Northwest Railway.....					
Total.....	6	18	65	15	29

MILEAGE TABLE.

NAME OF ROAD	1899			1900		
	Main Track	Stations	Total	Main Track	Stations	Total
Arkansas, Louisiana and Southern Railroad Company.....	22.20	1.00	23.20	30.00	1.75	31.75
Arkansas Southern Railroad Company.....				34.32	3.00	37.32
Avoyelles Railroad Company.....				87.74	40.28	128.02
Chicago, St. Louis and New Orleans Railroad Company.....	87.74	34.11	121.85	36.00	10.74	46.74
East Louisiana Railroad Company.....	36.00	2.00	38.00	40.00	3.10	43.10
Houston and Shreveport Railroad Company.....	30.05	3.00	33.05	40.00	2.31	42.31
Iberia and Vermilion Railroad Company.....	16.07	2.07	18.14	16.13		16.13
Illinois Central Railroad Co. (operates the C., St. L. and N. O. R. R.).....						
Jackson Railroad Company.....	4.00	20	4.20	4.00	30	4.30
Kansas City, Pittsburg and Gulf Railroad Company.....	222.70	30.35	253.11	222.70	36.70	259.40
Kansas City, Waukus and Gulf Railway Company.....	196.37	6.00	202.37	196.37	6.00	202.37
Leesville, East and West Railroad Company.....				0.00	4.00	4.00
Louisiana and Arkansas Railroad Company.....	18.20	2.00	20.20	07.80	5.00	12.80
Louisiana Central Railroad Company.....	22.00		22.00			
Louisiana and Northwest Railroad Company.....	22.00	2.30	24.30	63.00	2.37	65.37
Louisiana Southern Railway Company.....	43.20	8.50	51.70	45.20	11.20	56.40
Louisiana Western Railroad Co. (operated by Southern Pacific Co.).....	130.87	31.77	162.64	140.07	33.98	174.05
Louisville and Nashville R. Co. (operates the N. O. and M. R. R.).....	37.56	10.13	47.69	37.56	10.18	47.74
Mansfield Railway and Transportation Company.....	1.87		1.87			1.87
Mississippi and Lafourche Railroad Company.....	5.20	17	5.37			5.37
Morgan's La. and Tex. R. R. and S. S. Co. (operated by Sou. Pac. Co.).....	261.20	126.53	387.73	380.17	150.36	530.53
Natchez, Red River and Texas Valley Railway Company.....	25.50	1.00	26.50	25.50	1.00	26.50
Natchitoches and Red River Valley Railway Company.....	16.00	2.00	18.00	16.00		16.00
New Orleans, Fort Jackson and Grand Isle Railroad Company.....	50.00	3.00	53.00	50.00	0.00	50.00
New Orleans and Mobile Railroad Co. (operated by L. & N. R. R. Co.).....						
New Orleans and Northeastern Railroad Company.....						
New Orleans and Northwestern Railway Company.....	12.18	20.01	32.19			32.19
New Orleans and Western Railway Company.....						
Pontchartrain Railroad Company (operated by L. and N. Railroad Co.).....	98.85	6.12	104.97	98.85	7.12	105.97
Shibley Lake Bistean and Southern Railroad Company.....	5.18	3.26	8.44	5.18	3.26	8.44
St. Louis, Avoyelles and Southwestern Railway Company.....	30.00	2.50	32.50			32.50

St. Louis, Iron Mountain and Southern Railway Company.....	144.50	24.22	106.81	144.77	26.81	174.58
St. Louis Southwestern Railway Company.....	35.80	6.86	42.06	35.80	10.74	46.54
Shreveport and Red River Valley Railway Company.....	73.00	5.47	78.47	75.00	5.05	80.05
Southern Pacific Co. (operates M. L. and T. R. R. and S. S. Co., L. and V. R. R. and La. W. R. R.).....						
Texas and Pacific Railway Company.....	358.00	102.03	400.72	381.30	112.23	403.53
Texarkana, Shreveport and Natchez Railroad Company.....						
Vicksburg, Shreveport and Pacific Railroad Company.....	170.00	26.36	200.05	170.00	31.87	202.56
Yazoo and Mississippi Valley Railroad Company.....	170.30	50.85	221.65	170.20	52.91	223.11

APPENDIX "E."

ANNUAL REPORTS OF RAILROADS

TO THE

Railroad Commission of Louisiana,

FOR THE YEAR

June 30, 1899.

ANNUAL REPORT

OF THE

Arkansas, Louisiana and Southern Railway Company,

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

Length 22.2 miles.

OFFICERS.

F. H. Drake, President; Thos Crichton, Vice President; R. H. Miller, Secretary; Samuel G. Webb, Treasurer; O. P. McDonald, General Superintendent; B. S. Atkinson, Traffic Manager and Auditor; L. W. Watkins, General Attorney.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
F. H. Drake.....	Minden, La.....	Second Monday in July, 1900
Thos. Crichton.....	Minden, La.....	Second Monday in July, 1900
R. H. Miller.....	Minden, La.....	Second Monday in July, 1900
H. Goodwill.....	Minden, La.....	Second Monday in July, 1900
Jas. M. Miller.....	Minden, La.....	Second Monday in July, 1900

Number of stockholders at date of last election, 14. Date of last meeting of stockholders for election of officers, July 10, 1899. General office, Minden, La. Officers connected with general office, F. H. Drake, President; C. P. McDonald, Superintendent; B. S. Atkinson, Traffic Manager and Auditor.

CAPITAL STOCK.

Number of shares, (authorized) 700. Amount of common stock, (authorized) \$70,000.00. Total amount of stock paid in, \$69,500.00. Amount of stock owned by residents in Louisiana, \$69,500.00. Market value, par. Total cash paid to company on account of original capital stock, \$69,500.00.

DESCRIPTION OF FLOATING DEBT.

Bank of Minden, \$48,730.95. F. H. Drake, \$9,228.98. Total amount of floating debt, \$57,959.93. Amount of assets, \$1,454.42. Amount of liabilities, \$536.25. Estimated value of road-bed including track, bridges, and right of way, \$124,818.09.

DESCRIPTION OF ROAD.

Total length, single main track, 22.2 miles. Cost, \$120,283.32. Total length double track, 1.6 miles; cost, \$3,857.82. Total miles ballasted with stone, gravel or sand, and laid with 60 pound steel rails, during year, 18.2 miles; cost, \$87,758.30.

GRADE CROSSINGS.

Twenty-five. Whistle sounded and bell rung for 1,000 feet before approaching crossings.

BRANCHES CONSTRUCTED DURING YEAR.

Arkansas Louisiana & Southern Railway, 17.1 miles main track, and 1.1 miles of sidings.

ROLLING STOCK.

Locomotives, 3; value, \$10,860.25. Passenger cars, 2; value, \$2,500.00. Track layers, 1; value, \$97.15. Total value, \$13,457.40. Amount expended for new rolling stock during year, \$8,360.25.

TRACK, TOOLS, ETC.

Shovels, 40; value, \$40.00. Picks, 10; value, \$10.00. Scales, 2; value, \$25.00. Water tanks, 2; value, \$964.12. Pump houses, 1; value, \$35.20. Shop tools, 25; value, \$270.32. All other tools, 22; value, \$51.60. Total value, \$1,396.24.

REAL ESTATE IN LOUISIANA.

Town lots, 1; value \$100.00. Buildings, 5; value \$1,219.00. Other improvements, \$4,500.00. Total value, \$5,819.01.

MISCELLANEOUS.

Miles of telegraph, 23; value, \$676.95. Office furniture, \$20.00. Steel rails, 23.8 miles; value, \$40,676.48. Other property not enumerated, \$83,464.66. Total, \$124,838.09.

GROSS EARNINGS.

Freight, \$17,948.09. Passenger, \$4,071.10. Express, \$480.00. Mail, \$405.42. Other sources, \$1,645.12. Total, \$24,549.73.

Number of tons of freight carried one mile in Louisiana, 313,449. Amount received per ton per mile, .0562 cents. Number of miles run by mixed trains in Louisiana, 18,628. Number of passengers carried one mile, 110,038. Amount received per passenger per mile, .0357 cents. Average distance each ton of freight was hauled, 16.2 miles. Average distance traveled by each passenger, 9.1 miles.

EXPENSES.

Total, gross \$17,419.84, of which \$7,688.53, is estimated as "operating expenses." \$5,975.67, for "repairs of road, renewals of track, bridges and maintenance of way." \$3,227.38, for "motive power and cars." \$528.26 for "other expenses."

GENERAL EXHIBIT.

Total Gross Earnings	\$24,549 00
Total Expenses	17,419 84
Net Earnings	7,129 89
Interest Accruing During Year	3,300 50

INCOME ACCOUNT.

Income from Earnings	\$24,549 73
Total Income from all Sources	24,549 73

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1899.

Debits	Amount	Credits	Amount
Cost of road	\$124,818 09	Capital stock outstanding	\$ 69,500 00
Cost of fixtures	7,125 25	Floating debt	57,860 93
Equipment	13,457 40	Due other roads	50 90
Town lots	100 00	Due sundry individuals ..	45 35
Due from agents	670 06	Accrued interest on floating debt	3,300 50
Due from other roads	316 90	Net earning, current year	7,129 89
Due from sundry individuals	467 46	Net earnings previous year paid into con- struction account	7,855 25
Stocks owned	1,027 28	Equipment obligations ..	5,110 12
Accrued interest on float- ing debt not yet due ..	3,300 50		
Total	\$151,292 94	Total	\$151,292 94
Net Earnings During Year			\$7,129 89

EXTENSIONS.

Road built from Minden to Cotton Valley. New side track and terminal facilities provided at Sibley and Minden, La., at cost of \$97,150.49.

CONTRACTS WITH OTHER ROADS.

Contract with Louisiana and Arkansas Railroad, allowing their trains to be run over the A. L. & S. Railway Company's tracks.

ANNUAL REPORT

OF THE

Chicago, St. Louis and New Orleans Railroad Company,

(Operated under lease by the Illinois Central Railroad Company.)

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

Total length, 1,244.88 miles Length in Louisiana, 57.74 miles.

OFFICERS.

President, Stuyvesant Fish, New York; Vice President, J. C. Wellin, Chicago; Second Vice President, J. F. Harrihan, Chicago, Ill.; Secretary, A. G. Hackstaff, New York; Treasurer, E. T. H. Gibson, New York; Assistant Second Vice President, J. F. Wallace, Chicago; General Superintendent, A. W. Sullivan, Chicago; General Passenger Agent, A. H. Hanson, Chicago; General Freight Agent, F. B. Bowes, New Orleans; General Counsel, B. F. Ager, Chicago; General Solicitor, J. Fentress, Chicago; Chief Engineer, D. Sloan, Chicago; Superintendent of Telegraphs, G. M. Dugan, Chicago; General Agent, H. C. Leake, New Orleans.

ORGANIZATION.

Names of Directors	Postoffice Addresses	Date of Expiration of Term
Stuyvesant Fish.....	New York City.....	October, 1899
A. Baldwin.....	New Orleans, La.....	October, 1899
E. G. H. Gibson.....	New York City.....	October, 1899
A. G. Hackstaff.....	New York City.....	October, 1899
J. F. Harrihan.....	Chicago.....	October, 1899
J. M. Stone.....	Jackson, Miss.....	October, 1899
C. H. Wenman.....	New York City.....	October, 1899
J. Hill.....	St. Louis, Mo.....	October, 1899
A. McCloskey.....	New Orleans, La.....	October, 1899
R. N. Millsaps.....	Jackson, Miss.....	October, 1899
N. P. Moss.....	Clinton, Ky.....	October, 1899
R. P. Neeley.....	Bolivar, Tenn.....	October, 1899
J. C. Neeley.....	Memphis, Tenn.....	October, 1899
N. R. Sledge.....	Com., Miss.....	October, 1899
W. P. Roberts & Son.....	Jackson, Tenn.....	October, 1899
L. Foote.....	Canton, Miss.....	October, 1899
C. F. Vance.....	Memphis, Tenn.....	October, 1899
J. C. Welling.....	Chicago, Ill.....	October, 1899
C. A. Peabody.....	New York City.....	October, 1899
M. Gilles.....	Memphis, Tenn.....	October, 1899

Total number of stockholders at date of last election, 22. Date of last meeting of stockholders for election of officers, October 5, 1898. Postoffice address of general office, New Orleans, La. H. C. Leake, General Agent; R. S. Charles, Local Treasurer; F. B. Bowes, General Freight Agent, are connected with the general office in Louisiana.

CAPITAL STOCK.

Amount of common stock, \$10,000,000.00.

DESCRIPTION OF BONDED DEBT.

Chicago, St. Louis & New Orleans Railroad, 566.16 miles.	
Mississippi Central Railroad second mortgage bonds, due 1881..\$	100 00
Mississippi Central Railroad first mortgage bonds of 1884.....	2,000 00
Mississippi Central Railroad second mortgage bonds of 1886....	1,900 00
N. O., J. & G. N. R. R. first mortgage bonds, due 1886.....	2,000 00
C., St. L. & N. O. R. R. second mortgage bonds, due 1907.....	8,000 00
C., St. L. & N. O. R. R. five per cent gold bonds, due 1951....	16,555,000 00
C., St. L. & N. O. R. R. 3½ per cent gold bonds, due 1951.....	1,359 000 00
Total.....	14,000,000 00
M. & T. R. R. four per cent first mortgage, due 1951. 100 miles	3,500,000 00
C. O. & S. W. properties 578.72 miles, mortgage lien securing	
Illinois Central bonds.....	21,388,000 00
Income bonds	10,000,000 00
	<hr/>
	\$31,388,000 00
Cairo Bridge Bonds five per cent first mortgage of 1950.....	3,000,000 00
Total	<hr/>
	\$35,388,000 00

DESCRIPTION OF ROAD.

Total length of single main track, 1,244.88 miles. Total length of single main track in Louisiana, 87.74 miles. Total length of sidings, whole line, 377.48. Total length of sidings in Louisiana, 34.11 miles.

Total miles of steel rails and weight, laid in Louisiana during year, 37-100 miles, cost \$295.40. Number of miles of road ballasted with gravel, 87.74 miles. Miles of steel rails and weight of same, 87.74; 67 lbs. 70 lbs. and 75 lbs. Bridges, 1, iron. 197 feet.

ROLLING STOCK.

Locomotives, 163. Passenger cars, 79. Officers cars, 4. Baggage cars, 49. Cabbooses, 102. Box cars, 2,320. Flat cars 608. Gondola cars, 1,364. Stock cars, 221. Construction cars, 79. Wrecking cars, 12. Pile drivers, 6. Other rolling stock, 9. Total all cars in service, 5,016. Value, \$1,500,150. Proportion for Louisiana assessed at \$105,733.00.

REAL ESTATE.

Assessed at \$1,115,680.

MISCELLANEOUS.

Office furniture, assessed at \$4,500.00.

EMPLOYEES, EXPENSES, ETC.

Number of employees in Louisiana, 1,674. Amount of gross receipts on all lines in Louisiana during year, \$1,104,004.76. Amount of expenses on all lines in Louisiana during year, \$8,648,909.09. Of this latter sum \$756,685.75 is estimated as operating expenses, \$131,883.50, for repairs of road, renewal of track and maintenance of way; \$10,582.61, for "other improvements;" \$128,039.91 for "motive power and cars;" \$67,449.96 for "other expenses."

AMOUNT OF GROSS RECEIPTS ON LOUISIANA DIVISION.

Freight, \$1,789,192.90. Passenger, \$351,900.26. Express, \$54,600.00. Mail, \$66,247.29. Telegraph, \$1,432.45. Other sources, \$117,103.10. Total, \$2,380,476.00. Proportion of gross receipts for Louisiana, \$1,104,004.76.

EXPENSES.

Maintenance of way and structures, \$310,314.12. Maintenance of equipment, \$301,270.38.

Conducting transportation, \$306,156.86. Other expenses, \$306,156.86. Total, \$2,020,172.21. Taxes, \$72,162.32. Total including taxes, \$2,092,335.53. Proportion of expenses for Louisiana, \$806,489.09. Apportioned as shown above under heading, "employees, expenses, etc."

GENERAL EXHIBIT.

(Mileage of road covered by this exhibit \$1,244.88 miles.)

Total gross receipts	\$10,070,240 75
Total expenses	7,452,510 23
Net receipts	2,617 650 50
Interest and rents accruing during year.....	2,485,913 70
Interest on funded debt and rents.....	2,455,913 70

INCOME ACCOUNT.

Income from receipts.....	\$ 2,617 650 50
Total income from all sources.....	2,617,650 50
Proportion of income for Louisiana.....	\$ 297,515 67

**GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1899.**

Debits	Amount	Credits	Amount
Cost of road—C. St. L. & N. O. R. R., 566.16 miles \$9,700,795 17		Capital stock.....	\$10 000,000 00
M & T R. R., 100 miles 3,628,740 57		Funded debt, acct C. S. L & N. O. R. R.....	18 000,000
Cost of C. O. & S. W. properties 578 miles \$31,383 000 00		M. & T. R. R., 100 miles \$ 3 500,000	
Cairo bridge, including Kentucky approach. 2,659,077 93		Mortgage lien 21,388,000 00	
		Income 10,000,000 00	
		Cairo bridge..... 3,000,000 00	
		Current liabilities 1,288,615 67	
Total.....	\$67,176,615 67	Total.....	\$67,176,615 67

ACCIDENTS.

Killed, employees, 7; others, 13. Injured, Passengers, 2; employees, 21; others, 11. Total injured, 34.

ANNUAL REPORT
OF THE
Cinclare Central Railway Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

Length main track, 1½ miles.

OFFICERS.

Harry S. Lawes, Cincinnati, Ohio, owner. Charles S. Burns, Cinclair, La., General Manager.

Private sugar road, 1 1-2 miles long with two miles of storage track. Total cost, \$14,000.00.

ANNUAL REPORT
OF THE
East Louisiana Railroad Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

Length of main track, 36 miles. All in Louisiana.

OFFICERS.

President, Frank B. Hayne, New Orleans, La. Vice President, N. G. Pearsall, Covington, La. Secretary, W. J. Poitevent, Covington, La. Treasurer, Eads Poitevent, Covington, La. General Manager, N. G. Pearsall, Covington, La. General Freight Agent and General Passenger Agent, E. S. Ferguson, Covington, La., General Attorneys, Farrar, Jonas & Kruttschnitt, New Orleans, La.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
Frank B. Hayne.....	New Orleans, La.....	July, 1900
N. G. Pearsall.....	Covington, La.....	July, 1900
W. J. Poitevent.....	Covington, La.....	July, 1900
Eads Poitevent.....	Covington, La.....	July, 1900
A. H. Swanson.....	New Orleans, La.....	July, 1900

Total number of stockholders at date of last election, 3600. Date of last meeting of stockholders for election of officers, July 13, 1898. Postoffice address of General office, Covington, La.

CAPITAL STOCK.

Number of shares, 3,400.

Amount of common stock	\$360,000 00
Total amount of stock paid in.....	340,300 00
Amount of stock owned by residents of Louisiana.....	5,500 00
Total cash paid to company on account of capital stock	340,300 00

DESCRIPTION OF FLOATING DEBT.

Poitevent & Favre Lumber Co., open account, \$9,710.51.

Amount of floating debt	\$ 9,710 51
Amount of assets	45,528 80
Amount of liabilities	98,832 30
Estimated value of road-bed, including track, bridges and right-of-way.....	261,135 60

DESCRIPTION OF ROAD.

Total length of single main track, (4 feet 8 1-2 inch gauge.) 36 miles. Total length of single main track in Louisiana, 36 miles, cost, \$261,135.60. Total miles of steel rails laid in Louisiana during the year, 1-2 miles; cost, \$1,303.10.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 4. Passenger cars, 9. Baggage cars, 2. Caboose, 2. Box cars, 13. Flat cars, 7. Pile drivers, 1. Log trucks, 30. Total locomotives and cars in service, 68. Total cost, \$93,001.34. All apportioned to Louisiana.

DESCRIPTION OF TRACK TOOLS.

Shovels, 48. Wheelbarrows, 6. Picks, 24. Value, \$42.00. Pump houses, 2. All other tools, valued at \$2,000.00. Total value of tools, \$2,042.00. All apportioned to Louisiana.

DESCRIPTION AND VALUE OF REAL ESTATE IN LOUISIANA.

Buildings, 4; value, \$4,800.00.

MISCELLANEOUS.

Miles of telegraph, 48, value, \$5,779.76. Office furniture, 1 desk; value, \$10.00.

GENERAL EXHIBIT.

Total gross earnings.....	\$57,065 11
Total expenses.....	55,166 55
Net earnings.....	\$ 1,898 56
Interest accruing and paid during the year.....	\$3,925 60
Less tax bonus.....	1,947 16
Loss on operation.....	\$1,978 44

GENERAL BALANCE SHEET.

Debits	Amount	Credits	Amount
Cost of road.....	\$261,135 60	Capital stock.....	\$340,300 00
Cost of fixtures	93,001 34	Other sources.....	13,836 94
Total	\$354,136 94	Total.....	\$354,136 94

GROSS EARNINGS DURING YEAR.

Freight, \$27,665.82. Passenger, \$23 641.68. Express, \$998.04. Mail, \$1,800.10. Telegraph, \$1,976.56. Other sources, \$98,291.

Total gross earnings.....	\$37,065 11
Less operating expenses and taxes	55,166 55
Net earnings	\$ 1,893 56

ANNUAL REPORT

OF THE

Houston and Shreveport Railroad Company,

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

Length, 39.05 miles. Terminals, Logansport to Shreveport.

OFFICERS.

John B. Dennis, 33 Wall street, New York City, President; James Bynie, 30 Broad street, New York City Secretary; John B. Dennis, 33 Wall street, New York City, Treasurer; N. S. Neeldrum, Houston, Tex., General Manager; E. B. Cushing, Houston, Tex., General Superintendent; W. H. Taylor, Houston, Tex., General Passenger and Freight agent; James Appleby, Houston, Tex., Auditor; W. H. Wise, Shreveport, La., General Attorney; E. B. Cushing, Houston, Tex., Chief Engineer.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
John B. Dennis	33 Wall St. New York	When successors are appointed
D. S. Gallagher.	Shreveport, La.	When successors are appointed
W. H. Wise	Shreveport, La.	When successors are appointed
E. B. Cushing	Shreveport, La.	When successors are appointed
James Bynie.....	30 Broad St. New York	When successors are appointed

Date of last meeting of stockholders for election of officers, December 1, 1898. Postoffice address of general office, Houston, Tex. Postoffice address of general office in Louisiana, Shreveport, La. Names of officers and their titles, connected with the general office in Louisiana: N. S. Neeldrum, General Manager; E. B. Cushing, General Superintendent; D. S. Gallagher, Com., Agent; W. H. Wise, Attorney.

CAPITAL STOCK.

Number of shares, 4,000. Amount of common stock, \$400,000.00. Total amount of stock paid in, \$400,000.00.

DESCRIPTION OF BONDED DEBT.

First mortgage on road, \$150,000.00.

Amount of assets, \$164,653.39; amount of liabilities, \$60,383.25; estimated value of road-bed, including track, bridges and right of way, \$350,000.00.

DESCRIPTION OF ROAD.

Total length of single main track in Louisiana, 39.05 miles, laid with steel rails, 60 pounds. Total length of sidings in Louisiana, 3 miles. Two grade crossings. All trains come to full stop before crossing. 97 bridges in Louisiana, all wood, in good condition. 22 miles of track fenced.

MISCELLANEOUS.

Miles of Telegraph, 40; value, \$4,000.00. Office furniture, value, \$100.00.

Number of tons of through freight carried in Louisiana, 115,189. Number of tons of local freight carried in Louisiana, 59,155.

GROSS EARNINGS ON FIRST DIVISION.

(Total length, 39.05 miles. Maximum grade, two per cent. Terminals, Shreveport to Logansport.)

Freight, \$120,846.72; Passenger, \$19,093.68; Express, \$3,448.09; Mail, \$3,749.00; Telegraph, \$1,035.00; other sources, \$962.62. Total \$149,135.11. All apportioned to Louisiana.

EXPENSES ON FIRST DIVISION.

Maintenance of way, \$16,318.22; Maintenance of equipments, \$8,608.58; Conducting transportation, \$50,147.46; General expenses, \$5,547.41. Total, \$80,621.67, all apportioned to Louisiana. \$16,318.22 of total apportioned to "repairs of road, renewals of track, bridges and maintenance of way." \$8,608.58 apportioned to "motive power and cars," and \$55,693.87 for "other expenses."

GENERAL EXHIBIT.

Total gross earnings.....	\$149,135 11
Total expenses	80,621 67
Net earnings	18,513 44
Interest accruing during year	9,000 00
Interest paid during year.....	9,000 00

INCOME ACCOUNT.

Income from earnings.....	\$68,513 44
Total income from all sources.....	68,513 44

All apportioned to Louisiana.

ACCIDENTS DURING YEAR.

1 trespasser killed. 1 employee injured.

CONTRACTS.

Contract with K. C. P. & G. R. R., to use their depot
at Shreveport:

ANNUAL REPORT
OF THE
Iberia and Vermilion Railroad Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1899.
Length 16.07 miles.

OFFICERS.

President, J. Kruttschnitt, San Francisco, Cal.; Vice President, Thornwall Fay, New Orleans, La.; Secretary, A. C. Pickett, New Iberia, La.; Treasurer, J. B. Richardson, New Orleans, La.; Managers Assistant, Thornwall Fay, New Orleans, La.; Superintendent, W. F. Owen, Algiers, La.; Assistant General Passenger Agent, F. S. Decker, New Orleans, La.; Assistant Traffic Manager, W. H. Masters, New Orleans.; Assistant General Freight Agent, C. S. Fay, New Orleans, La.; Auditor, Chas. E. Wermouth, New Orleans, La.; General Attorney, J. P. Blair, New Orleans, La.; Division Engineer, Chas. Mallard, Algiers, La.; Assistant Superintendent of Telegraph, A. E. Roome, New Orleans, La.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term
J. Kruttschnitt	San Francisco, Cal. .	First Monday in June, 1900
J. B. Richardson	New Orleans, La. . .	First Monday in June, 1900
P. L. RenouDET	Morgan City, La. . .	First Monday in June, 1900
F. P. Davis	New Orleans, La. . .	First Monday in June, 1900
H. J. Leary	New Orleans, La. . .	First Monday in June, 1900
August Erath	New Iberia, La. . . .	First Monday in June, 1900
A. C. Pickett	New Iberia, La. . . .	First Monday in June, 1900
R. Natili	Morgan City, La. . .	First Monday in June, 1900
M. B. Bergeron	New Orleans, La. . .	First Monday in June, 1900
Robert S. Perry	New Iberia, La. . . .	First Monday in June, 1900
Thomas L. Morse	Morgan City, La. . .	First Monday in June, 1900
Thornwall Fay	New Orleans, La. . .	First Monday in June, 1900
W. F. Owen	New Orleans, La. . .	First Monday in June, 1900
H. M. Young	Morgan City, La. . .	First Monday in June, 1900
E. A. Pharr	New Iberia, La. . . .	First Monday in June, 1900

Total number of stockholders at date of last election, 16.
Date of last meeting of stockholders for election of officers.

June 5, 1899. Postoffice address of general office, New Iberia, La. Officers connected with general office, Thornwall Fay, Manager's Assistant; A. C. Pickett, Secretary; J. B. Richardson, Treasurer; Chas. E. Wermouth, Auditor; W. F. Owen, Superintendent; F. S. Decker, Assistant General Passenger Agent; W. H. Masters, Assistant Traffic Manager; C. S. Fay, Assistant General Freight Agent; J. P. Blair, General Attorney; Chas. Mallard, Division Engineer; A. S. Roome, Assistant Superintendent of Telegraph.

CAPITAL STOCK.

Number of shares 3000.

Amount of common stock.....	\$300,000 00
Total amount of stock paid in	300,000 00
Amount of stock owned by residents in Louisiana	298,500 00
Total cash paid to Company on account of original capital stock	1,100 00

BONDED DEBT.

First mortgage issued 1893, due 1943, bearing 3 per cent interest, payable February 1st, and August 1st, \$322,000.00. This being the total. Amount of funded debt, assets, \$3,590.00. Estimated value of road-bed, including track, bridges and right of way, assessed at \$56,910.00.

DESCRIPTION OF ROAD.

Total length of single main track, 16.07 miles. Total length of sidings, 2.07. Total miles of track fenced in Louisiana during the year, .80 mile; cost \$168.45. (Single fence). Bridges, 1, iron. Trestles, 72.

AMOUNT OF GROSS EARNINGS.

Freight, \$22,460.79. Passenger, \$11,746.40. Express, \$3,000.00. Mail, \$768.24. Other sources, \$284.20. Total, \$38,259.63. Number of tons of freight carried one mile, 578,991. Average amount received per ton per mile, 3.88 cents. Number of miles run by freight trains, 14,370. Number of passengers carried one mile in Louisiana, 323,215. Average amount received per passenger per mile, 3.63 cents. Number of miles run by passenger trains, 654. Average distance each ton of freight was hauled, 10.86 miles. Average distance traveled by each passenger, 15.64 miles.

EXPENSES.

Maintenance of ways and structures, \$5,512.43. Maintenance of equipment, \$743.03. Conducting transportation,

\$13,029.80. General expenses, \$48.50. Total operating expenses, \$19,333.76. Trackage rentals, \$1,113.00. Betterments and additions, \$806.76. Taxes, \$937.76. Total, including taxes, \$22,191.28.

GENERAL EXHIBIT.

Total gross earnings	\$38,259 63
Total expenses	22 191 28
Net earnings	16,068 35
Interest on funded debt	16,100 00

INCOME ACCOUNT.

Income from earnings	\$16,068 35
Income from other sources	46 11
Total income from all sources	\$16,114 46

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE YEAR ENDING JUNE 30, 1899.

Debits	Amount	Credits	Amount
Cost of road, and fixtures	\$609,958 89	Capital stock	\$300,000 00
Current assets	3 590 33	Funded debt	322,000 00
Profit and loss	15 159 12	Interest accrued but not due	6,708 34
Total	\$628,708 34	Total	\$ 628,708 34

CONTRACTS, ETC.

Operating agreement with the Southern Pacific Company, giving this company the use of that portion of the salt mine branch of the M. L. & T. R. R., between Iberia and Vermilion junction and New Iberia, terminal facilities at New Iberia, etc. The Southern Pacific Company furnishes all of the rolling stock necessary for the operation of the road.

ANNUAL REPORT

OF THE

Jackson Railroad Company,

TO THE

RAILROAD COMMISSION OF LOUISIANA,

(For the year ending June 30, 1899.)

(Length, 4.6 miles. Terminals, Jackson and McManus.)

OFFICERS.

W. R. McKowen, Jackson, La., President. G. G. Keller, Jackson, La., Vice President. F. Herr, Jackson, La., Secretary-Treasurer and General Manager.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
W. R. McKowen.....	Jackson, La.....	April 3, 1900
G. G. Keller.....	Jackson, La.....	April 3, 1900
E. C. McKowen	Jackson, La.....	April 3, 1900
P. H. Jones.....	Jackson, La.....	April 3, 1900
G. H. Jones	Lutcher, La.....	April 3, 1900
F. Herr	Jackson, La.....	April 3, 1900

Total number of stockholders at date of last election, 9. Last meeting of stockholders for election of officers, April 3, 1899. General Office, Jackson, La. Officers connected with general office, W. R. McKowen, President; G. G. Keller, Vice President; F. Herr, Secretary-Treasurer and Manager.

CAPITAL STOCK.

Number of shares, 300. Amount of common stock, \$30,000.00. Total amount of stock paid in, \$30,000.00. Amount of stock owned by residents of Louisiana, \$30,000.00. Total cash paid to company on account of original capital stock, \$20,000.00. Amount of funded debt, \$3,713.33. Estimated value of road-bed, including track, bridges and right of way, \$4,650.00.

DESCRIPTION OF ROAD.

Total length of single main track, 4.6 miles, cost, \$16,500.00. Total length of sidings, .2 miles, cost, \$500.00. Rail 35 pound iron. Miles of fenced track, 2.

ROLLING STOCK.

Locomotives, 1; value \$500.00. Passenger cars, 1; value, \$250.00. Other rolling stock, (push cars), 2; value, \$100.00. Total value, \$850.00.

TRACK TOOLS.

Picks, 6; value \$3.50. Picks, 3; value, \$1.50. Scales, 1; value, \$5.00. All other tools, 50; value, \$200.00. Total value \$210.00.

Office furniture, \$50.00

GROSS EARNINGS.

Freight, \$3,628.90. Passenger, \$326.75. Express, \$411.50. Mail, \$211.60. Total, \$4,578.75.

Number of tons of freight carried one mile, 35,415. Average amount received per ton per mile, .1024 cents. Number of miles run by freight trains, 3,130. Number of passengers carried one mile, 4,508. Amount received per passenger per mile, .0724 cents. Number of miles run by passenger trains, 3,130. Average distance each ton of freight was hauled, 4.6 miles. Average cost of handling a ton of freight, .1168 cents. Average distance traveled by each passenger, 4.6 miles. Average cost of carrying each passenger, .306 cents.

EXPENSES.

Freight, \$900.00. Passenger, \$300.00. Express, \$300.00. Mail, \$300.00. Other sources, \$1,364.62. Total, \$3,164.62. Of this latter sum, \$1,800.00 is estimated as "operating expenses." \$1,214.62 for "repairs of road, renewals of track, and maintenance of way." \$150.00 for "motive power and cars."

GENERAL EXHIBIT.

Total gross earnings.....	\$4,578 75
Total expenses.....	3 164 62
Net earnings, less \$914.13, personal services and profits of lessee....	\$ 500 00
Interest accruing during year.....	\$ 275 06
Interest paid during year.....	275 06
Interest on funded debt.....	275 06

INCOME ACCOUNT.

Income for earnings.....	\$1,414 13
Total income from all sources.....	1,414 13

**GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1899.**

Debits	Amount	Credits	Amount
Cost of road.....	\$ 20,000 00	Capital stock.....	\$ 30,000 00
Cost of fixtures.....	4,100 00	Funded debt.....	3,713 33
Discount on sale of capital stock, 3½ per cent.....	10,000 00	Lease to June 30, 1899..	500 00
Other sources.....	113 33	.....	.....
Total	\$ 34,213 33	Total.....	\$ 34,213 33

NET EARNINGS DURING YEAR.

Freight, \$1,364.28. Passenger, \$16.61. Express, \$16.61
Mail, \$16.61. Total, \$1,414.13.

LEASES.

Road leased to F. Herr for five years, from December 31, 1898 to January 1, 1894. Consideration, \$500.00 for year 1899, and \$900 for years 1900, 1901, 1902, and 1903. Done at a call meetings of Jackson Railroad Company, at its domicile in Jackson, La., February 31, 1899, and duly recorded in the minutes thereof, and a majority of both directors and stockholders present, with W. R. McKowen, President, presiding, and F. Kerr, Secretary.

ANNUAL REPORT

OF THE

Kansas City, Pittsburg and Gulf Railroad Company,

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

(Total length, 762.48 miles. Total length in Louisiana, 222.79 miles.)

OFFICERS OF THE COMPANY.

Receivers, S. W. Fordyce and Walter Withers, Kansas City, Mo. President, A. E. Stilwell. First Vice President, E. L. Martin. Second Vice President, J. F. Nolthenius. Third Vice President, E. J. Statesbury. Fourth Vice President, G. M. Fittingh. Secretary and Treasurer, Wm. S. Taylor. General Manager, J. A. Edson. General Superintendent, W. E. Green. General Passenger Agent, H. C. Orr. Freight Traffic Manager, J. A. Hanley. General Freight Agent, E. E. Smythe. Auditor, R. J. McCarty. General Solicitor for the Company, J. McD. Trimble. Counsel for Receivers, Frank Hagerman and J. McD. Trimble. Superintendent of Telegraph, N. D. Ballantine.

HISTORY OF MANAGEMENT.

Different portions of the property of the Kansas City, Pittsburg & Gulf Railroad Company having been in the possession and under the management of several different parties during the year ending June 30, 1899, it seems necessary to explain how these attachments have been made up in order that their significance may be clearly understood. It being necessary to keep an independent record of the transactions of each party, having a hand in the management of any part of the property, for this purpose a separate set of books and records has been kept for such parties, viz:

Kansas City, Pittsburg & Gulf Railroad Company, which operated the system outside the State of Texas from July 1, 1896, to April 1, 1899, both inclusive.

Texarkana & Fort Smith Railroad Company, which operated the line in Texas from July 1, 1898, to April 6, 1899, both inclusive.

J. D. McD. Trimble, Edward J. Martin and Robert Gillham, receivers.

Kansas City, Pittsburg & Gulf Railroad. Who operated the system outside the State of Texas from April 2nd to April 15, 1899, both inclusive, and who operated the line from Kansas City to a point 65-100 miles north of Mena and the lines in the State of Louisiana, from April 16th, to April 27, 1899, both inclusive. R. A. Greer, receiver.

Texarkana & Fort Smith Railway, Texas Division, who operated the lines in the State of Texas from April 6th to May 3, 1899, both inclusive. R. A. Greer, receiver.

Texarkana & Fort Smith Railway, Arkansas Division, who operated the lines of the Texarkana & Fort Smith Railway Company in the State of Arkansas from April 16th, to May 3, 1899, both inclusive. Samuel W. Fordyce and Webster Withers, receivers.

Kansas City, Pittsburg and Gulf Railroad Company, who operated the lines from Kansas City to a point 65-100 miles north of Mena, and the lines in the State of Louisiana on and after April 26, 1899, all of which was on that date turned over to them by receivers Trimble, Martin and Gillham, and who also operated all the remainder of the K. C. P. & G. system on and after May 4, 1899, the same on that date having been turned over to them by receiver R. A. Greer. In addition to the foregoing, a separate set of books and records of S. W. Fordyce and Webster Withers, receivers of the lines in Texas was kept from May 4th to June 30th, 1899, in deference to the Texas law.

From all these different records the statements herewith have been so compiled as to show the same results as would have followed if all the transactions of the aforesaid parties during the year ending June 30, 1899, had taken place under the sole and uninterrupted management of the Kansas City, Pittsburg & Gulf Railroad Company.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
John Lobe Welsh	Philadelphia, Pa.....	October 27th, 1899
E. T. Stotesbury	Philadelphia, Pa.....	October 27th, 1899
Dr. H. M. Howe.....	Philadelphia, Pa.....	October 27th, 1899
Wm. S. Taylor.....	Philadelphia, Pa.....	October 27th, 1899
Alexander McDonald.....	Cincinnati, Ohio.....	October 27th, 1899
A. Hecksher.....	New York City.....	October 27th, 1899
E. B. Merwin.....	New York City.....	October 27th, 1899
A. E. Stillwell.....	Kansas City, Mo.....	October 27th, 1899
E. L. Martin.....	Kansas City, Mo.....	October 27th, 1899
W. S. Wood.....	Kansas City, Mo.....	October 27th, 1899
Robert Gillham.....	(Deceased May 19, 1899).....	October 27th, 1899
J. McD. Trimble.....	Kansas City, Mo.....	October 27th, 1899
C. A. Braley.....	Kansas City, Mo.....	October 27th, 1899

Total number of stockholders at date of last election, 352. Date of last meeting of stockholders for election of officers, October 28, 1898.

Postoffice address of General Office, Temple Block, Kansas City, Mo. Postoffice address of general office in Louisiana, Shreveport, La. Names of officers and their titles, connected with general office in Louisiana: T. Alexander, Attorney.

STATEMENT.

The Kansas City, Pittsburg & Gulf Railroad system is composed of the Kansas City, Pittsburg & Gulf Railroad Company, the Texarkana & Fort Smith Railway Company and the Kansas City, Shreveport & Gulf Railroad Company.

All the lines were built or acquired under contracts with construction companies, and paid for at the rate of \$25,000.00 in the capital stock and \$25,000.00 in the first mortgage bonds of the Kansas City, Pittsburg & Gulf Railroad Company.

The property of the Texarkana & Fort Smith and the Kansas City, Shreveport & Gulf Railways being acquired by purchase of the capital stock and bonds of those companies, for each mile of main line, yard or terminal track, and \$15,000.00 in the capital stock and \$15,000.00 in the first mortgage bonds of the Kansas City, Pittsburg & Gulf Railroad Company. For each mile of parallel track. The Kansas City, Shreveport & Gulf Railway comprised that part of the K. C. P. & G. R. R. system lying within the State of Louisiana.

Its Directors are as follows:

A. E. Stillwell, Kansas City, Mo.	J. T. Nolthenius, Kansas City, Mo.
Wm. S. Taylor, Philadelphia, Pa.	Peter J. Tresevant, Shreveport, La.
E. L. Martin, Kansas City, Mo.	Peter Youree, Shreveport, La.
J. M. Lery, Shreveport, La.	Henry Forsheim, Shreveport, La.
T. C. Barrett, Shreveport, La.	T. Alexander, Shreveport, La.
W. E. Green, Texarkana, Texas.	

Its Officers are as follows:

President, A. E. Stillwell, Kansas City, Mo.
1st Vice-President, Peter Youree, Shreveport, La.
2nd Vice-President, Wm. F. Taylor, Philadelphia, Pa.
Treasurer, A. L. Howe, Kansas City, Mo.
Secretary, A. T. Nolthenius, Kansas City, Mo.
Asst. Secretary, G. W. Jack, Shreveport, La.

Capital stock issued.....	\$ 305,000 00
First mortgage bonds.....	6,626,000 00

All of which other than nominal stock is owned by the Kansas City, Pittsburg & Gulf Railroad Company.

Owing to the fact that as stated above, all of the lines of the Kansas City, Pittsburg & Gulf Railroad system were built or acquired partly equipped from construction companies, it is impossible to show certain valuation in data called for by this report.

In such instances reference is given to the information set forth in this statement.

CAPITAL STOCK.

Number of shares, 230 000.

Amount of common stock.....	\$23,000 000 00
Total amount of stock paid in.....	23,000 000 00
Amount of stock owned by residents of Louisiana.....	300 00
Market value of common stock.....	1,495,000 00

DESCRIPTION OF BONDED DEBT.

(Including Equipment Trust Obligations.)

First mortgage bonds.....	\$23,000,000 00
Equipment trust obligations.....	2,107,475 50
Total.....	\$25,107,475 50

Market value of bonded debt, (not including equipment obligations, \$15,525,000.00. Amount of floating debt, \$1,104,486.00. Amount of funded debt, \$25,107,475.50. Amount of assets, \$889,653.02. Amount of liabilities, \$1,994,139.54.

DESCRIPTION OF ROAD.

Total length of single main track, 762.48 miles. Total length of single main track in Louisiana, 222.79. Total length

of single branch track, 51.18. Total length of single branch track in Louisiana, 25.64 miles. Total length of sidings, 127.77 1-3 miles. Total length of siding in Louisiana, 30.35 1-3 miles. Total miles of road ballasted with stone, gravel or sand in Louisiana during the year, (estimated) 11.50. Twenty-five crossings in Louisiana. Usual precautions, stop, 2 signals, 2,000 feet from crossing. Dead stop 200 feet from crossing. Signal Whistle, two blasts before crossing over, except at street railway crossings in city limits in Shreveport, where a wait of three minutes is required at each crossing, and except at crossing of Southern Pacific Railway at Lake Charles, and West Lake where trains are flagged across by brakeman.

GRADE CROSSINGS IN LOUISIANA.

Main line, Arkansas-Louisiana State line to Louisiana-Texas State, 131. Lake Charles branch, DeQuincy, La., to Lake Charles, La., 18. Total crossings in Louisiana, 149.

ROLLING STOCK.

Locomotives, 105. Passenger cars, 25. Officers cars, 3. Baggage and express cars, 2,799. Caboose, 48. Box cars, 2,799. Flat cars, 802. Coal cars, 1,627. Stock cars, 39. Service cars, 158. Furniture cars, 25. Total cars in service, 5,645. Proportion for Louisiana, 25 per cent.

Estimated value of track tools for Louisiana, \$8,000.00.

REAL ESTATE.

Acres of land, 2, 907.

MISCELLANEOUS.

Office furniture, (estimated) \$2,100.00. Other property not enumerated, (miscellaneous supplies), \$15,000.00. Total, \$17,100.00.

AMOUNT OF GROSS EARNINGS ON MAIN LINE AND LAKE CHARLES BRANCH IN LOUISIANA.

(Length 248.43 miles.)

Freight, \$670,284.92. Passenger, \$92,877.59. Express, \$10,017.81. Mail, \$19,039.03. Other sources, \$5,455.46. Total, \$797,675.01. All for Louisiana.

Number of tons of freight carried one mile in Louisiana, 124,962,909. Average amount received per ton, per mile in Louisiana, .0536 cents. Number of miles run by freight trains

in Louisiana, 441,492. Number of passengers carried one mile in Louisiana, 438,120. Amount received per passenger per mile, .0212 cents. Number of miles run by passenger trains in Louisiana, 197,835. Average distance each ton of freight was hauled, 133.81 miles. Average cost of hauling a ton of freight in Louisiana, .0359 cents. Average distance traveled by each passenger in Louisiana, 34.27 miles. Average cost of carrying each passenger in Louisiana .02831 cents.

(Expenses not shown for reason stated in statement contained in this report.)

GENERAL EXHIBIT.

Total gross earnings, whole line.....	\$3,593,505 70
Total expenses whole line.....	2,678,499 72
Net earnings, whole line.....	\$ 915,005 98
Interest accruing during year.....	\$1,150,000 00
Interest paid during year.....	577 575 00

INCOME ACCOUNT.

(Whole Line.)

Income from earnings.....	\$3,568,012 88
Income from other sources.....	25,492 82
Total income from all sources ..	\$3,593,505 70
Proportion of income for Louisiana.....	\$ 797,675 01

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE YEAR ENDING JUNE 30, 1899.

(Whole Line.)

Debits	Amount	Credits	Amount
Cost of road.....	\$22,746 658 18	Capital stock.....	\$21,000,000 00
Stocks owned.....	428,501 00	Funded debt.....	25,107,475 50
Bonds owned.....	23,715,000 00	Current liabilities....	1,994,139 51
Cash and current assets	889,653 02	Accrued interest on funded debt not yet payable.....	287,500 00
Equipment trusts.....	2,167,475 50	Income account.....	299,014 00
Material and supplies...	202,813 34		
Total.....	\$50,090,101 04	Total.....	\$50,090 101 04

NET RESULTS DURING YEAR.

Lake Charles and Main line in Louisiana, net gross passenger earnings (estimated) including passenger expenses and mail, deficit, \$2,097.41.

Net gross freight earnings, \$221,117.75. Other earnings, considered as all net, \$5,455.46. Total net earnings, \$224,476.07.

IMPROVEMENTS MADE DURING YEAR.

About 6.22 miles of new sidings constructed in Louisiana during year. About 11.5 miles of track ballasted with sand and gravel. Other work such as reinforcing banks was started in May, 1899, so that little had been accomplished by June 30, 1899.

Amount expended for new rolling stock during year, \$524,689.66. Proportion for Louisiana, \$110.00.

CONTRACTS, ETC.

Pullman company account sleeping cars. Railroad company pays Pullman company 2 cents per mile for each mile made by sleeping cars on its line. Railroad furnished light and heat for cars.

Southern Pacific Company, K. C. P. & G., pays monthly rental of \$218.25 and pay one-half maintenance account for use of 1.16 miles main line and 5.81 miles side track at Lake Charles. And 2.21 miles of main line and 1.70 miles side track at West Lake.

Depot facilities at Shreveport. Railroad company pays K. C. S. & G. Terminal Company monthly rental of \$350.00.

Western Union Telegraph Company owns all wires, furnishes all mail. Railroad Company maintains line has free use of wires. Telegraph company receives all revenues account of commercial business.

ACCIDENTS DURING YEAR IN LOUISIANA.

Killed, passengers, 1; employees, 1; others, 3. Total killed, 5. Injured, employees, 54; others 17. Total injured, 71.

ANNUAL REPORT
OF THE
Kansas City, Watkins and Gulf Railway Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

Length 98 37 miles.

OFFICERS.

President, J. B. Watkins. Vice President, Alex Thomson. Secretary, E. B. Miller. Treasurer, D. M. Sprangle, Receiver, Henry B. Kane. General Passenger and Freight Agent, C. W. Hole. Auditor, W. E. Lee. General Attorney, Thos. T. Taylor. Chief Engineer, P. H. Philbrick.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
J. B. Watkins	Lawrence, Kan.	When new directors are elected
Alex. Thomson	Lake Charles, La.	When new directors are elected
E. B. Moret	Lake Charles, La.	When new directors are elected
E. C. Walker	Lake Charles, La.	When new directors are elected
Thomas T. Taylor	Lake Charles, La.	When new directors are elected
James Moret	Freetown, N. J.	When new directors are elected
W. H. Ellis	New York City	When new directors are elected

Date of last meeting of stockholders for election of officers, January 12, 1898. Postoffice address of general office, Lake Charles, La. Officers connected with general office, Harry, B. Kane, receiver; C. W. Hole, General Freight and Passenger Agent; W. H. Lee, Auditor.

CAPITAL STOCK.

Number of shares 19,674.

Amount of common stock	\$1,967,100 00
Total amount of stock paid in	1,180,440 00
Total cash paid to company on account of original capital stock	3,300,000 00

BONDED DEBT.

Total, \$1,967,400.00. Amount of assets, \$64,573.20. Amount of liabilities, \$483,312.49. Estimated value of road-bed, including track, bridges and right of way, \$748,000.00 (estimated).

DESCRIPTION OF ROAD.

Total length of single main track, 98.37 miles. Total length of sidings, 6 miles. Total cost, \$3,797,525.55.

98.37 miles of track laid with steel rails, weight 70 lbs. Highway crossings, 69, usual precautions and signs at each. Number of bridges, 129.

ROLLING STOCK.

Locomotives, 7; value, \$14,000.00. Passenger cars, 7; value, \$8,209.00. Combination cars, 2; value, \$1,000.00. Caboose, 2; value, \$200.00. Box cars, 23; value, \$5,520.00. Flat cars, 144; value, \$7,200.00. Track layers, 2; value, \$20.00. Other rolling stock, 7; value, \$2,650.00. Total cars in service, 194; total value of rolling stock, \$39,060.00.

MISCELLANEOUS.

Miles of telegraph poles and wires, 98.37; value, \$4,000.00.

GROSS EARNINGS.

Freight, \$146,747.97. Passenger, \$23,142.44. Express, \$1,725.00. Mail, \$5,230.82. Telegraph, \$581.10. Other sources, \$804.07. Total \$174,231.40.

Number of tons of freight carried one mile, 9,391,540. Average amount received per ton per mile, .01492 cents. Number of miles run by freight trains, 56,715. Number of passengers carried one mile, 723,458. Amount received per passenger per mile, .03138 cents. Number of miles run by passenger trains, 72,772. Average distance each ton of freight was hauled, 35.37 miles. Average distance traveled by each passenger in Louisiana, 30.15 miles.

EXPENSES.

Maintenance of way and structures, \$44,801.56. Maintenance of equipment, \$19,156.83. Conducting transportation, \$48,016.54. General expenses, \$9,496.09. Total expenses, \$121,471.02. Of this latter sum, \$57,512.63 is estimated as "operating expenses," \$24,464.97, for "repairs of road, renewals of track, bridges, and maintenance of way," \$20,336.59 for "other improvements," \$19,156.83, for "motive power and cars."

GENERAL EXHIBIT.

Total gross earnings.....	\$174,231 40
Total expenses	13,132 16
Net earnings	\$ 36,099 24

INCOME ACCOUNT.

Income from earnings	\$ 36,099 24
Total income from all sources.....	36,099 24

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1899.

Debits	Amount	Credits	Amount
Cost of road, and fixtures	\$3,797,525 55	Capital stock	\$1,967,400 00
Cost of equipment	168,964 51	Funded debt	1,967,400 00
Cash and current assets	52,084 22	Current liabilities	483,312 49
Material and supplies..	12,489 98		
Balance	387,049 23		
Total	\$4,418,112 49	Total	\$4,418,112 49

ACCIDENTS..

Injured, employees, 1. Total injured, 1.

Pacific Express Company operate over this road, from whom the railroad company receives \$125.00 per month.

ANNUAL REPORT
OF THE
Louisiana Southern Railway Company
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1899.
Length 45.2 miles.

OFFICERS.

President, J. A. Kelman, London, England. Vice President, E. A. Hopkins, London, England. Secretary S. Gibbs, London, England. General Manager, P. Campbell, New Orleans, La. Comptroller, H. McCall, Jr., New Orleans, La.

CAPITAL STOCK.

Number of shares 3,000

Amount of common stock.....	\$300,000 00
Total amount of stock paid in	300,000 00

DESCRIPTION OF ROAD.

Total length of single main track, 45.2 miles. Total length of sidings, 8.5 miles.

ROLLING STOCK.

Locomotives, 5. Passenger cars, 7. Combination cars, 2. Box cars, 35. Flat cars, 100. Stock cars, 1. Total cars in service, 150.

GROSS EARNINGS.

Freight, \$47,888.41. Passenger, \$18,991.80. Mail, \$1,256.84. Other sources, \$6,633.29. Total, 74,770.34.

GENERAL EXHIBIT.

Total gross earnings.....	\$74,770 34
Total expenses	56,453 94
Net earnings	<u>\$18,316 40</u>
Interest accruing during year	12 479 65
Interest paid during year	12,479 65
Interest on funded debt	12,500 00
No dividends declared. surplus going into necessary repairs.	
Interest due and not yet paid.....	5,000 00

**GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1899.**

Debits	Amount	Credits	Amount
Cost of road, and fixtures	\$595,691 98	Capital stock	\$ 300,000 00
Five per cent first mortgage gold bonds	35,000 00	Funded debt.....	250,000 00
Sundry accounts	2,760 24	Bills payable, loans and interest	40,200 85
U. S. P. O. Department.	314 21	Sundry accounts	53,861 23
Stores, coal. etc.....	1,658 79	Profit and loss	8,664 82
Cash	17,361 68		
Total	\$652,726 90	Total	\$652,726 90

ANNUAL REPORT
OF THE
Louisiana and Arkansas Railroad Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

Length in Louisiana 18 2 miles.

OFFICERS.

Wm. Buchanan, Texarkana, Texas, President. W. T. Ferguson, St. Louis, Mo., Vice President. J. B. Buchanan, Stamps, Ark., Secretary. E. Richards, Stamps, Ark., General Manager, E. E. Porter, Stamps, Ark., General Passenger and Ticket Agent. J. H. Wadley, Auditor. Henry Moore, Texarkana, Texas, General Attorney. G. Knobel, Sibley, La., Chief Engineer.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
W. Buchanan	Texarkana, Tex	February 10, 1900
W. T. Ferguson	St. Louis, Mo.	February 10, 1900
J. H. Buchanan	Stamps, Ark.	February 10, 1900
W. C. Brown	Stamps, Ark.	February 10, 1900
T. A. Brown	Stamps, Ark.	February 10, 1900
J. G. Ferguson	Minden, La	February 10, 1900
N. Northcott	Stamps, Ark.	February 10, 1900
R. Buchanan	Stamps, Ark.	February 10, 1900

Total number of stockholders at date of last meeting, 8. Last meeting of stockholders for election of officers, February 11, 1899. Postoffice address of general office, Stamps, Ark. Postoffice address of general office in Louisiana, Minden, La. Officer connected with general office in Louisiana, L. K. Watkins, Minden, La., general agent.

CAPITAL STOCK.

Number of shares, 3,000. Amount of common stock, \$300,000.00. Total amount of stock paid in, \$295,000.00. Total

amount of stock owned by residents in Louisiana, \$9,100.00. Total cash paid to company on account of original capital stock, \$295,000.00.

FLOATING DEBT.

Loans and bills payable, \$84,450.00. Wages and salaries, \$65.83. Net traffic balances, \$500.42. Miscellaneous, \$3,090.81. Total, \$88,107.06. Amount of assets, \$433,601.51. Amount of liabilities, \$383,107.06. Estimated value of road-bed, including track, bridges and right of way, \$200,000.00.

DESCRIPTION OF ROAD.

Total length of single main track, 87.2 miles. Length of single main track in Louisiana, 18.2 miles. Total length of sidings, 4.0 miles, of which 2.0 miles are in Louisiana. Miles of track laid with steel rails in Louisiana during year, 11.2 miles.

There are 26 bridges in Louisiana, all wooden, 15 of which were constructed during the year.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 4; value, \$14,000.00. Passenger cars, 1; value \$25,000. Caboose, 3; value, \$1,000.00. Closed freight cars, 5; value, \$450.00. Flat cars, 60; value, \$21,000.00. Boarding cars, 5; value, \$450.00. Other rolling stock, 163; value \$12,225.00. Total cars in service, 241; value, \$51,625.00.

GROSS EARNINGS ON ENTIRE LINE.

(Total length, 87.2 miles. Length in Louisiana, 18.2 miles.)

(Maximum grade per mile, 1 1-2 per cent. Maximum curvature, 8 per cent.)

Freight, \$135,677.89. Passenger, \$7,085.19. Mail, \$668.57. Other sources, \$177.00. Total, \$143,608.65. Amount apportioned to Louisiana, \$29,973.36.

EXPENSES ON ENTIRE LINE.

Total, \$64,444.61. Amount apportioned to Louisiana, \$13,450.59.

GENERAL EXHIBIT.

Total gross earnings, \$143,608.65. Total expenses, \$64,444.61. Net earnings, \$79,164.04. Interest accruing during year, \$3,000.00. Interest paid during year, \$3,000.00. Dividends declared, \$50,000.00.

INCOME ACCOUNT.

Income from earnings, \$79,164.04. Total income from all sources, \$79,164.04. Proportion of income from Louisiana, \$16,522.76.

GENERAL BALANCE SHEET.

Debits	Amount	Credits	Amount
Cost of road, and fixtures	\$336,767 33	Capital stock	\$295,000 00
Current assets	36,834 18	Current liabilities	88,107 66
		Profit and loss	50,494 45
Total	\$433,601 51	Total	\$433,601 51

Net earnings during the year, whole line \$79,164. 04.

EXTENSIONS AND IMPROVEMENTS DURING YEAR.

11.2 miles, part 45 lb., and part 60 lb. rails, built during the year at average cost of about \$4,000.00 per mile.

CONTRACTS, ETC.

This road has a contract with the Arkansas, Louisiana and Southern Railroad to operate its log trains over their road between Cotton Valley and Sibley, Louisiana.

ANNUAL REPORT
OF THE
Louisiana Central Railroad Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

Length, 22 miles.

OFFICERS.

J. G. Parkerson, President, A. D. Barrow, General Superintendent.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 1. Cabooses, 1. Box cars, 4. Flat cars, 3.

Gross earnings, October, November, December, 1898, Freight, \$4,266.95; Total, \$4,266.95.

All apportioned to Louisiana.

Road no longer in existence. Equipment and rails sold in 1898, and track torn up.

ANNUAL REPORT
OF THE
Louisiana and Northwest Railroad Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1899.
Length of track, 72 miles.

OFFICERS.

President, J. B. Case, St. Louis, Mo. Vice President, S. W. Fordyce, St. Louis, Mo. Assistant Secretary, John A. Richardson, Homer, La. General Manager, J. D. Beardsley, Gibsland, La. Comptroller, E. G. Beach, Gibsland, La.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
J. B. Case.....	St. Louis, Mo.....	January 15th, 1900
S. W. Fordyce.....	St. Louis, Mo.....	January 15th, 1900
P. Lowenberg.....	Homer, La.....	January 15th, 1900
C. O. Ferguson.....	Homer, La.....	January 15th, 1900
Thomas Wright.....	St. Louis, Mo.....	January 15th, 1900
J. D. Beardsley.....	Gibsland, La.....	January 15th, 1900

Total number of stockholders at date of last election, 15. Date of last meeting of stockholders for election of officers, January 15, 1899. Postoffice address of general office, Gibsland, La. (Domicile, Homer, La.) Officers connected with general office, J. D. Beardsley, General Manager; J. A. Richardson, Assistant Secretary; E. G. Beach, Auditor.

CAPITAL STOCK.

Number of shares, 30,000.

Amount of common stock.....\$3,000,000 00

DESCRIPTION OF BONDED DEBT.

First mortgage bonds, 50 years from January 1st, 1895, five per cent.....\$100,000 00
Equipment obligations.....18,675 50
Total.....\$118,675 50

Amount of floating debt	\$ 36,293 59
Amount of funded debt	118,675 50
Amount of assets	9,862 19
Amount of liabilities	348,747 95
Estimated value of road-bed including track, bridges and right-of-way.....	496,406 77

DESCRIPTION OF ROAD.

Total length of single main track, 72.1; cost, \$513,952.29.
Total length of single main track in Louisiana, 53 miles; cost,
\$342,634.86. Total miles of steel rails laid in Louisiana during
the year, 13; cost, \$42,913.36.

GRADE CROSSINGS.

11 grade crossings, ordinary precautions such as are
observed by locomotive engineers.

ROLLING STOCK.

Locomotives, 5. Passenger cars, 4. Caboose, 1. Box cars,
2. Flat cars, 22. Total number of cars, 34. Value, \$64,289.51.
Proportion for Louisiana, \$42,859.66.

REAL ESTATE, ETC.

Acres of land, value, \$2302.17. Buildings, value, \$2,505.44.
Total value, \$4,807.61.

MISCELLANEOUS.

Miles of Telegraph, 53; value, \$1,670.29. Office furniture
with building and fixtures, value, \$140,394.66. Other property
not enumerated, value, \$1,124.93. Total, \$143,289.88.

GROSS EARNINGS.

(Length of road 53 miles.)

Freight, \$39,662.52. Passenger \$6,192.20. Express,
\$968.90. Mail, \$1,535.70. Telegraph, \$272.00. Other sources,
\$386.64. All apportioned to Louisiana.

Number of tons of freight carried one mile in Louisiana,
71,372.397. Average amount received per ton per mile in
Louisiana, .05724. Number of passengers carried one mile in
Louisiana, 25,908. Amount received per passenger per mile
in Louisiana, .0239. Average distance traveled by each pas-
senger, 15,617.

GENERAL EXHIBIT.

Total gross earnings.....	\$73,526 94
Total expenses (operating)	34,546 48
Net earnings	\$38,980 46
Interest accruing during the year.....	\$ 5 000 00
Interest paid during the year.....	2 500 00
Interest on funded debt	1,891 93

INCOME ACCOUNT.

Income from net earnings	\$35,980 46
Income from other sources (deductions).....	11,201 54
Total income from all sources.....	\$27,778 92
Proportion of income for Louisiana	\$18,525 91

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1899.

Debits	Amount	Credits	Amount
Cost of road.....	\$513,952 29	Capital stock.....	\$215,890 67
Cost of fixtures	64 229 51	Funded debt	117,675 50
Material and supplies...	7 204 90	Current liabilities.....	230 072 45
Cash and current assets.	9,862 19	Profit and loss.....	30,670 27
Total	\$595,308 89	Total.	\$595,308 89

EXTENSIONS AND IMPROVEMENTS.

Extension from Homer, La., to Haynesville, La., 14 miles,
cost, \$50,069.32.

CONTRACTS.

It is understood that the V. S. & P. R. R. is to furnish
this line with their system box cars free of charge.

ROLLING STOCK.

Amount expended for new rolling stock during the year,
\$13,122.95. Proportion for Louisiana, \$5,103.42.

ANNUAL REPORT
OF THE
Louisiana Western Railroad Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

Length of track 139.87 miles, all in Louisiana.

OFFICERS.

President, C. P. Huntington, New York. Assistant President, William Mahl, New York. Treasurer, I. E. Gates, New York. Assistant Secretary, Charles E. Wermuth, New Orleans, La. Manager's Assistant, T. Fay, New Orleans, La. Superintendent, W. B. Mulvey, Houston, Teas. Assistant Passenger Agent, F. S. Decker, New Orleans, La. Assistant Traffic Manager, W. H. Masters, New Orleans, La. Assistant General Freight Agent, C. S. Fay, New Orleans, La. Auditor, Charles E. Wermuth, New Orleans, La. General Attorney, J. P. Blair, New Orleans, Division Engineer, Charles Mallard, Algiers, La. Assistant Superintendent of Telegraph, A. E. Roome, New Orleans, La. General Agent, J. G. Parkerson, Lafayette, La.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
C. P. Huntington	New York City, N. Y.	First Monday in April, 1900
I. E. Gates	New York City, N. Y.	First Monday in April, 1900
F. H. Davis	New York City, N. Y.	First Monday in April, 1900
A. C. Hutchinson	New Orleans, La.	First Monday in April, 1900
H. E. Garth	New York City, N. Y.	First Monday in April, 1900

Total number of stockholders at date of last election, 5. Date of last meeting of stockholders for election of officers, April 3, 1899. Postoffice address of general office, New Orleans, La. Officers and their titles connected with the general office in Louisiana. Charles E. Wermuth, Assistant Secretary and Auditor, New Orleans, La. T. Fay, Manager's Assistant. F. S. Decker, Assistant General Freight Agent. W. H.

Masters, Assistant Traffic Manager. C. S. Fay, Assistant General Freight Agent. J. P. Blair, General Attorney. Charles Mallard, Division Engineer. A. E. Roome, Assistant Superintendent Telegraph. J. G. Parkerson, General Agent, Lafayette, La.

CAPITAL STOCK.

Number of shares 33 000.

Amount of common stock	\$3 360 000 00
Total amount of stock paid in	3,360,000 00

DESCRIPTION OF BONDED DEBT.

First mortgage issued 1879, bearing interest at 6 per cent per annum, payable January 1st and July 1st, \$2,240,000.00.

Amount of funded debt, \$2,240,000.00. Amount of current assets, \$371,559.29. Estimated value of road-bed, including track, bridges and right of way assessed at, \$1,428,934.00.

DESCRIPTION OF ROAD.

Total length of single main track, 139.87 miles. Total length of sidings, 31.77 miles. Total miles of road ballasted, 8.47 miles; cost \$32,524.70. Total miles of steel rails laid in Louisiana during the year, 8.67 miles; weight 75 pounds; cost, \$9,882.68. All in Louisiana.

GRADE CROSSINGS.

K. C. W. & G. Ry., at Iowa junction. K. C. W. & G. Ry., at Lake Charles. K. C. S. & G. Ry., at Lake Charles. K. C. S. & G. Ry., at Lockmore switch.

No precautions taken, other than those prescribed by the Statutes of the State of Louisiana.

BRIDGES.

4 1-2 iron bridges. 2 wooden bridges. 273 trestles. All in Louisiana. Dimensions and material of each; 4 1-2 iron bridges, aggregating 737 feet. 2 wooden bridges aggregating 240 feet. 273 trestles aggregating, 30,004. feet.

Bridges built during the year: 87 1-2 feet treated piles and "I" beams. 195 feet untreated piles and 2 stringer decks. 300 feet treated and ballasted decks.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 22; value, \$55,500.00. Passenger cars, 12; value, \$24,800.00. Sleeping cars, 4; value, \$5,600.00. Baggage and postal cars, 10; value, \$12,000.00. Cabooses, 6; value,

\$1,200.00. Box cars, 601; value, \$148,950.00. Flat cars, 863; value, \$129,450.00. Gondola cars, 99; value, \$16,830.00. Stock cars, 26; value, \$5,200.00. Boarding cars, 51; value, \$7,650.00. Total number of cars, 1,694. Total value of cars, \$407,180.00. All apportioned to Louisiana.

DESCRIPTION OF TRACK TOOLS.

Shovels, 417; value, \$213.17. Picks, 208; value, \$35.36. All other tools, value; \$2,061.48. Scales, water tanks and pump houses included in value of buildings. All apportioned for Louisiana.

DESCRIPTION AND VALUE OF REAL ESTATE IN LOUISIANA.

Buildings, real estate, assessed for, \$4,375.00.

MISCELLANEOUS.

Steel rails, 1,631 tons; value, \$33,689.00.

GROSS EARNINGS.

(Length of road, 139.87 miles.)

Freight, \$934,746.57. Passenger, \$226,827.11. Express, \$10,887.51. Mail, \$36,726.98. Other sources \$51,743.02. Total earnings, \$1,260,931.19. All apportioned to Louisiana.

Number of tons of freight carried one mile in Louisiana, 166,728,900. Average amount received per ton per mile in Louisiana, .056. Number of miles run by freight train in Louisiana, 530,361. Number of passengers carried one mile in Louisiana, 9,865,443. Amount received per passenger per mile in Louisiana, 2.29 cents. Number of miles run by passenger trains in Louisiana, 169,980. Average distance each ton of freight was hauled in Louisiana, 40.75. Average distance traveled by each passenger in Louisiana, 52.42 miles.

EXPENSES.

Maintenance of way and structures, \$179,492.72. Maintenance of equipment, \$145,568.87. Conducting transportation, \$367,554.03. General expenses, \$21,748.30. Total operating expenses, \$714,363.92. Betterments and additions, \$113,888.99. Taxes, \$22,825.67. Total expenses, including taxes, \$851,078.58.

GENERAL EXHIBIT.

Total gross earnings.....	\$1,260,931 19
Total expenses.....	851,078 58
Net earnings.....	409,852 61
Interest on funded debt.....	134,400 00

INCOME ACCOUNT.

Income from earnings.....	\$400,852 61
Income from other sources.....	35,744 03
Total income from all sources.....	\$465,596 64

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1899.

Debits	Amount	Credits	Amount
Cost of road and fixtures	\$7,075,201 91	Capital stock.....	\$3 360,000 00
Current as ets.....	371,559 29	Funded debt.....	2,240,000 00
		Profit and loss.....	1,846,761 20
Total.....	\$7,446,761 20	Total.....	\$7,446,761 20

CONTRACTS.

Contract with Kansas City, Shreveport and Gulf Railroad, giving them use of terminal facilities at West Lake and Lake Charles in consideration of monthly rental based on 3 per cent per annum on valuation of track and proportion of expenses.

IMPROVEMENTS, ETC.

Amount expended for new rolling stock during year, \$68,640.00.

ACCIDENTS.

Passengers killed, 1. Others killed, 4. Employees injured, 20. Others injured, 8. Total, 33.

Note: For economy in operation, this company has been operated by the Southern Pacific Company, but the foregoing report gives the results of the operations of the railroad without reference to the terms of the operating agreement as between the two companies, except in the general balance sheet.

ANNUAL REPORT

OF THE

Mansfield Railway and Transportation Company,

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

Length, 1 $\frac{1}{2}$ miles.

HISTORY.

OFFICERS OF THE COMPANY.

Boling Williams, President; Ben. F. Jenkins, Vice President; O. H. P. Sample, Secretary; M. Ricks, Treasurer; Boling Williams, General Manager.

(Road ceased operations on June 1, 1899, on account of not meeting expenses.)

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
Boling Williams.....	Mansfield, La.....	First Monday in April, 1900
B. F. Jenkins	Mansfield, La.....	First Monday in April, 1900
M. Ricks.....	Mansfield, La.....	First Monday in April, 1900
O. H. P. Sample.	Mansfield, La.....	First Monday in April, 1900
W. T. Pegues.....	Mansfield, La.....	First Monday in April, 1900

Date of last meeting of stockholders for election of officers, first Monday in April, 1899. Postoffice address of general office, Mansfield, La.

CAPITAL STOCK.

Number of shares, 300; amount of common stock, \$14,500.00; Total amount of stock paid in, \$14,500.00. Amount of stock owned by residents of Louisiana, \$14,500.00. Total cash paid to company on account of original capital stock, \$14,500.00,

DESCRIPTION OF ROAD.

Total length of single main track, 1 7-8 miles. No sidings. Cost of road and equipment, \$22,500.00. Grade crossings, 4. Number of bridges, 3.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 1. Passenger cars, 1. Combination cars, 1. Caboose, 1.

DESCRIPTION OF TRACK TOOLS, ETC.

Shovels, 6. Picks, 1. Scales, 1. Water tanks, 1.

DESCRIPTION AND VALUE OF REAL ESTATE IN LOUISIANA.

Acres of land, about, 100, valued at \$125.00. Buildings and depot, valued at \$75.00. Total, \$200.00.

Amount of gross earnings on all lines in Louisiana, during the year, \$2,667.54. Amount of expenses on all lines in Louisiana during the year, \$2,867.45. Deficit, \$199.91. Expenses estimated as follows: Operating expenses, \$2,667.54, which includes \$200.00 for repairs of road, renewal of bridges and maintenance of way; \$133.97 for renewal of ties and surface, and \$544.30 for motive power and cars.

GROSS EARNINGS ON MAIN LINE.

Length, 1 7-8 miles. Terminals, Mansfield junction to Mansfield. Connections, Texas & Pacific at Mansfield junction.

Freight, \$2,195.16. Passenger, \$472.38; Total, \$2,667.54, all apportioned to Louisiana.

Gross earnings on Main line, Total, \$2,867.45.

ANNUAL REPORT
OF THE
Mississippi and Lafourche Railway Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

Length, 5.20 miles.

OFFICERS.

James P. Kock, Belle Alliance, La., President. R. W. Edwards, Dubuque, Iowa, Vice President. R. McCulloh, Donaldsonville, La., Secretary and Treasurer.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
James P. Kock	Belle Alliance, La.	Second Monday in May, 1900
R. W. Edwards.	Dubuque, Iowa.	Second Monday in May, 1900
R. McCulloh.	Donaldsonville, La.	Second Monday in May, 1900
U. B. Dugas.	Keatzville, La.	Second Monday in May, 1900
E. B. LaPice.	Lauderdale, La.	Second Monday in May, 1900

Total number of stockholders at date of last election, 13. Date of last meeting of stockholders for election of officers, August 11, 1899. Postoffice address of general office, Donaldsonville, La. Postoffice address of general office in Louisiana, Donaldsonville, La. Names of officers and their titles connected with the general office in Louisiana: James P. Kock, President; R. McCulloh, Secretary and Treasurer.

CAPITAL STOCK.

Number of shares, 5,000. Amount of common stock, \$500,000.00. Total amount of stock paid in, \$42,255.00. Amount of stock owned by residents of Louisiana, \$36,255.00. Total cash paid to company on account of original capital stock, \$42,255.00. Funded debt, \$8,827.93. Amount of assets, \$52,170.00. Capital stock paid in, \$42,255.00. Amount of liabilities, \$51,082.93. Estimated value of road-bed, including track, bridges and right of way, \$50,000.00.

DESCRIPTION OF ROAD.

Total length of single main track in Louisiana, 5.20 miles; cost, \$36,259.00. Total length of sidings in Louisiana, 1,000 feet; cost, \$120.92. Miles ballasted during year, 2; cost, \$8,555.73. Grade crossings, 1.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 1; value, \$1,800.00. Flat cars, 1; value, \$250.00. Total value of rolling stock, \$2,050.00.

DESCRIPTION OF TRACK TOOLS, ETC.

Shovels, 24; value, \$18.00. 3 picks, value, \$2.50. Shop tools, value, \$25.00. Total value of tools, \$45.50.

DESCRIPTION AND VALUE OF REAL ESTATE.

Acres of land, 1, \$100.

MISCELLANEOUS.

Office furniture, value, \$20.00.

Gross earnings on main line (length, 5.20 miles) freight \$4,683.17. Total, \$4,683.17.

EXPENSES ON MAIN LINE.

Freight, \$12,023.32. Total, \$12,023.32.

GENERAL EXHIBIT.

Total gross earnings	\$ 4,683 17
Total expenses	12,023 32

INCOME ACCOUNT.

Income from all sources	\$ 4,683 17
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BALANCE SHEET.

Cost of road	\$12,255 00	Capital stock	\$12,255 00
Cost of fixtures	8,827 93	Funded debt	8,827 93
Total	\$51,082 93	Total	\$51,082 93

ANNUAL REPORT

OF THE

Morgan's Louisiana and Texas Railroad and Steam-
ship Company,

(Southern Pacific System)

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

Length, 281.29 miles; all in Louisiana.

OFFICERS.

President, A. C. Hutchinson, New Orleans, La. Vice President, C. W. Bein, Houston, Texas. Secretary and Treasurer, John P. Richardson, New Orleans, La. Manager's Assistant, T. Fay, New Orleans, La. Superintendent, W. F. Owens, Algiers, La. Assistant General Passenger Agent, F. S. Decker, New Orleans, La. Assistant Traffic Manager, W. H. Masters, New Orleans, La. Assistant General Freight Agent, C. S. Fay, New Orleans, La. Auditor, Chas. E. Wermouth, New Orleans, La. General Attorney, J. P. Blair, New Orleans, La. Division Engineer Chas. Mallard, Algiers, La. Assistant Superintendent of Telegraph, A. E. Roome, New Orleans, La.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
C. P. Huntington	New York City	April, 1900
A. C. Hutchinson	New Orleans, La.	April, 1900
C. W. Bein	Houston, Texas	April, 1900
John B. Richardson	New Orleans, La.	April, 1900
Thornwall Fay	New Orleans, La.	April, 1900

Total number of stockholders at date of last election, 6.
Date of last meeting of stockholders for election of officers,
April 3, 1899. Postoffice address of general office, New Or-

leans, La. Officers connected with general office, A. C. Hutchinson, President; John B. Richardson, Secretary and Treasurer; Chas. E. Wermouth, Auditor; T. Fay, Manager's Assistant; W. F. Owens, Superintendent; F. S. Decker, Assistant General Passenger Agent; W. H. Masters, Assistant Traffic Manager; C. S. Fay, Assistant General Freight Agent; J. P. Blair, General Attorney; Chas. Mallard, Division Engineer; Algiers, A. E. Roome, Assistant Superintendent of Telegraph.

CAPITAL STOCK.

Number of shares, 150,000.

Amount of common stock	\$15,000,000 00
Total amount of stock paid in	15,000,000 00
Total cash paid to company on account of original capital stock	5,000,000 00

DESCRIPTION OF BONDED DEBT.

First mortgage main line, due 1919, bearing interest at seven per cent, payable April 1st and October 1st	\$5,000,000 00
Alexandria extension, due 1920, bearing interest at six per cent, payable January 1st and July 1st	1,494,000 00
General mortgage due 1913, bearing interest at five per cent, payable January 1st and July 1st	1,000,000 00
N. O. & Gt. W., past due, not presented	2,713 92
Total	\$7,496,713 92

Market value of bonded debt, 7 per cent, \$135.00. 6 per cent, \$126.00. (Quotations at New York exchange, January 30, 1899.)

Amount of unded debt, \$7,496,713.92; Amount of current assets, \$1,389,757.39. Amount of liabilities, \$8,282.24. Estimated value of road-bed, including track, bridges and right of way, \$2,857,089.00.

DESCRIPTION OF ROAD.

Total length of single main track, 281.29 miles. Total length of double main track, 26.57 miles. Total length of sidings, 126.53 miles. Miles of road ballasted with stone, gravel or sand during the year, 12.92. Cost, \$34,042.33. Miles of steel rails laid during year, 28.85. Cost, \$27,488.71, net. Miles of track fenced in Louisiana during year, 2.03. Cost, \$221.47.

GRADE CROSSINGS.

Incorporated railroad grade crossings, L. & N. R. R., at New Orleans gates, N. O. Fort J. & G. I. R. R. at Gretna, usual precautions taken as required by the statutes of the State of Louisiana.

BRANCHES CONSTRUCTED IN LOUISIANA DURING THE YEAR.

Arnaudville extension, from St. Martinsville to Arnaudville, main track 23.21 miles; sidings 4.11. Double track at New Iberia, .44 mile. Total, 23.65 miles main track and 4.11 sidings.

BRIDGES.

32, iron, aggregate length, 4,133 feet. 2 wooden, aggregate length, 292 feet. 1,256 trestles, aggregate length, 53,637 feet.

ROLLING STOCK.

Locomotives, 52; value, \$116,500.00. Passenger cars, 33; value, \$52,200.00. Sleeping cars, 14; value, \$21,000.00. Officers' cars, 1; value, \$1,000.00. Combination cars, 4; value, \$4,000.00. Baggage cars, 22; value, \$26,000.00. Caboose, 24; value, \$4,800.00. Box cars, 1,626; value, \$383,100.00. Flat cars, 160; value, \$2,400.00. Gondola cars, 61; value, \$10,370.00. Stock cars, 113; value, \$226,000.00. Construction cars, 25; value, \$4,275.00. Boarding cars, 65; value, \$9,750.00. Wrecking cars, 2; value, \$800.00. Other rolling stock, 2; value, \$200.00. Total cars in service, 2,204; value, \$661,095.00.

TRACK TOOLS, ETC.

Shovels, 273; value, \$129.97. Picks, 251; value, \$42.67. Track scales, 6; water tanks, 32; pump houses, 12. (Value of last three items included in value of buildings.) Engineers' instruments, value, \$227.50. All other tools, value, \$4,459.76. Total value of tools, \$4,859.90.

REAL ESTATE.

Buildings, (real estate,) assessed at \$936,445.00. Steel rails, 900 tons; value \$17,443.95.

GROSS EARNINGS.

(Length of road 281.29 miles.)

Freight, \$2,841,154.66. Passenger, \$589,723.25. Express, \$38,280.78. Mail, \$67,777.18. Telegraph, \$1,775.03. Other sources, \$251,022.17. Total, \$3,789,733.07.

Number of tons of freight carried one mile in Louisiana, 25,428,153; Average amount received per ton per mile, 1 1-2 cents. Number of miles run by freight trains, 882,572.

Number of passengers carried one mile, 23,651,802. Amount received per passenger per mile, .0249 cents. Number of miles run by passenger trains in Louisiana, 346,902. Average distance each ton of freight was hauled, 75.90 miles. Average distance traveled by each passenger, 47.30.

EXPENSES.

Maintenance of way and structures, \$394,436.30. Maintenance of equipment, \$353,280.67. Conducting transportation, \$1,418,021.68. General expenses, \$82,931.26. Total operating expenses, \$2,248,669.91. Trackage rentals, \$10,770.00. Betterments and additions, \$464,556.16. Taxes, \$121,407.62. Total, all expenses, including taxes, \$2,844,903.69.

GENERAL EXHIBIT.

Total gross earnings.....	\$3,789,733 07
Total expenses.....	2,844,903 69
Net earnings.....	\$ 944,829 38
Interest on funded debt.....	\$ 498,976 48

INCOME ACCOUNT.

Income from earnings.....	\$ 944,829 38
Income from other sources.....	94 761 94
Total income from all sources.....	\$1,039,591 32

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE YEAR ENDING JUNE 30, 1899.

Debits	Amount	Credits	Amount
Cost of road and fixtures.....	\$21,654,439 10	Capital stock.....	\$15,000,000 00
Stocks and bonds owned.....	1,513,462 61	Funded debt.....	7,496,713 92
Material and supplies.....	442,706 50	Current liabilities.....	8,282 24
Current assets.....	1,389,757 39	Profit and loss.....	2,495,369 44
Total.....	\$25,000,365 60	Total.....	\$25,000,365 60

CONTRACTS, ETC.

This company has an agreement with the Texas & Pacific Railway Company for use of track between Cheneyville and Alexandria.

IMPROVEMENTS, ETC.

Amount expended for new rolling stock during year,
\$337,010.33.

ACCIDENTS.

Killed, employees 1; others 13; Total, 14. Injured, passengers, 5; employees, 38; others, 14; Total, 57.

Note: For economy in operation, this company has been operated by the Southern Pacific Company, but the foregoing report gives the results of the operations of the railroad, without reference to the terms of the operating agreement as between the two companies concerned, except in the general balance sheet.

ANNUAL REPORT

OF THE

Natchez, Red River and Texas Railroad Company,

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

Length 25.5 miles, all in Louisiana.

OFFICERS.

President, Hugh Porter, 35 Nassau Street, New York City. Vice President, C. A. Gardner, Vidalia, La. Secretary, H. A. O'Brien, 35 Nassau Street, New York City. Treasurer, Hugh Porter, 35 Nassau Street, New York City. General Manager, C. A. Gardner, Vidalia, La. General Passenger Agent, A. H. Gardner, Vidalia, La. General Attorney, S. L. Elam, Vidalia, La.

General office, 35 Nassau Street, New York City. (Financial) General office in Louisiana, Vidalia, La. (Operating). Officers connected with the general office in Louisiana, C. A. Gardner, V. P. & G. M. A. H. Gardner, G. F. & P. A. S. L. Elam, General Attorney.

DESCRIPTION OF ROAD.

Total length of single main track, 25.5 miles. Total length of sidings 1.5 miles. Highway crossings, all on clear ground. Usual signals.

ROLLING STOCK.

Locomotives, 2; value \$2,000.00. Passenger cars, 1; value, \$250.00. Box cars, 14; value, \$700.00. Flat cars, 11; value, \$550.00. Pile drivers, 1; value, \$150.00. Other rolling stock, value, \$50.00. Total value of rolling stock, \$3,700.00.

TRACK, TOOLS, ETC.

Shovels, 8; value, \$7.24. Picks, 3; value, \$2.70. Scales, 3; value, \$35.00. Water tanks, 2; value, \$200.00. All other tools, \$25.00.

REAL ESTATE.

Acres of land, 23. Town lots, 3. Buildings, 7.

GROSS EARNINGS.

Freight, \$14,495.74. Passenger, \$3,222.79. Mail, \$1,092.63.
Total, \$18,811.12.

Number of miles run by freight trains, 5,000. Average
amount received per passenger per mile, 5 cents.

GENERAL EXHIBIT.

Total gross earnings.....	\$18,811 10
Total expenses.....	18,838 73
Net loss.....	\$ 27 63

ANNUAL REPORT
OF THE
Natchitoches and Red River Valley Railroad Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1899.

OFFICERS.

L. Casperi, President. W. J. Behan, Vice President.
Samuel Levy, Secretary. Bertrand Beer, Treasurer.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
L. Casperi.....	Natchitoches, La....	Third Monday in January, 1900
W. J. Behan.....	Whitecastle, La.	Third Monday in January, 1900
B. Beer.....	New Orleans, La.	Third Monday in January, 1900
L. Chopin.....	Chopin, La.....	Third Monday in January, 1900

Total number of stockholders at date of last election, 7.
Date of last meeting of stockholders for election of officers,
January 16, 1899. Postoffice address of general office, Natchi-
toches, La.

CAPITAL STOCK.

Number of shares, 1,000. Total amount of stock paid in,
\$100,000.00. All owned by residents of Louisiana.

BONDED DEBT.

6 per cent 40 year bonds, (maturing November 1, 1934.)
\$96,000.00.

DESCRIPTION OF ROAD.

Total length of single main track, 16 miles. Total length
of siding, 2 miles.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 2; value, \$7,000.00. Passenger cars, 1; value,
\$2,000.00. Combination cars, 1; value, \$1,000.00. Freight cars,

closed, 3; value, \$750.00. Flat cars, 6; value, \$900.00. Pile drivers 1; value, \$100.00. Total cars, 14. Total value, all cars, \$11,750.00.

DESCRIPTION OF TRACK, TOOLS, ETC.

Shovels, 8; value, \$6.00. Picks, 3; value, \$1.20. Scales, 4; value, \$80.00. Water tanks, 1; value, \$331.00. Pump houses, 1; value, \$200.00. All other tools, \$150.00. Total value, \$768.20.

DESCRIPTION AND VALUE OF REAL ESTATE.

Buildings, value, \$2,600.00.

MISCELLANEOUS.

Miles of telegraph, 12; value, \$800.00. Office furniture, \$274.90. Total value, \$1,074.90.

GROSS EARNINGS.

Freight, \$18,269.63. Passengers, \$6,615.05. Express, \$1,113.94. Mail, \$718.92. Telegraph, \$1,149.64. Other sources, \$307.02. Total, \$28,254.20.

EXPENSES.

Freight and Passenger, \$15,538.73. Mail, \$25.25. Telegraph, \$819.87. Total, \$16,383.85.

GENERAL EXHIBIT.

Total gross earnings, \$28,254.20. Total expenses, \$16,383.85. Net earnings, \$11,870.35. Interest paid during year, \$6,045.00.

ANNUAL REPORT
OF THE
New Orleans, Fort Jackson and Grand Isle
Railroad Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1899.

OFFICERS.

H. C. Warmouth, Laurence, La., President. James Wilkinson, New Orleans, La., Secretary. Albert Baldwin, New Orleans, La., Treasurer. J. S. Landry, Algiers, La., General Superintendent. Frank L. Place, New Orleans, La., Comptroller. E. Howard McCaleb, New Orleans, La., General Attorney.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
Frank T. Howard	New Orleans, La.	May 1, 1900
A. B. Wheeler	New Orleans, La.	May 1, 1900
A. Socola	New Orleans, La.	May 1, 1900
A. Baldwin	New Orleans, La.	May 1, 1900
H. C. Warmouth	Laurence, La.	May 1, 1900
C. A. Hyams, Jr.	New Orleans, La.	May 1, 1900
A. H. Morris	Westchester, N. Y.	May 1, 1900

Number of stockholders at date of last election, 27. Last meeting of stockholders for election of officers, May 1, 1899. General office, New Orleans, La. Officers connected with general office, H. C. Warmouth, President; J. S. Landry, Superintendent; F. L. Place, Auditor.

CAPITAL STOCK.

Number of shares, 4, 873. Total amount of stock paid in, \$243,650.00. All owned by residents of Louisiana. Total cash paid to company on account of original capital stock, \$243,650.00.

DESCRIPTION OF BONDED DEBT.

425 bonds \$1,000.00 each, \$425,000.00. Of these bonds, only 410 have been issued. The remaining 15 bonds are in the possession of the company. All of these bonds are \$1,000.00 each, dated July 1, 1891, and due July 1, 1921, bearing 5 per cent per annum interest, payable on January 1st, and July 1st of each year. Total amount bonds issued, \$410,000.00.

FLOATING DEBT.

June pay roll, \$3, 734.00. Salaries general officers, for June, \$450.00. Bills for supplies, etc., bought in June, 3,079.28. Due for ferriage, drayage, etc., \$849.00. Interest on outstanding bonds, 7 years, \$143,750.00. Six months taxes, from January 1, 1899, to June 1, 1899, (estimated) \$3,154.94. Total amount of floating debt, \$155,017.22. Amount of funded debt, \$410,000.00. Amount of assets, (including road bed, etc.) \$153,311.36. Amount of liabilities, \$565,017.22. Estimated value of road-bed, including track, bridges and right of way, \$73,950.00.

DESCRIPTION OF ROAD.

Total length of single main track, 59.6 miles. Cost \$496,400.00. All in Louisiana. Total length of sidings, 3 miles. Cost, \$8, 021.07. All in Louisiana. Steel rails.

GRADE CROSSINGS.

One, Southern Pacific Company's line. All trains come to a dead stop before crossing. Flagman from each train is posted at the crossing before train approaches or attempts to cross.

BRIDGE.

One steel frame turn-bridge, recently overhauled.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 6, value, \$19,500.00. Passenger cars, 6; value, \$10,725.00. Dining cars, 3; value, \$4,875.00. Box cars, 25; value, \$3,750.00. Flat cars, 55; value, \$9,775.00. Gondola cars, 2; value, \$250.00. Stock cars, 2; value, \$2,550.00. Total value of rolling stock, \$49,125.00.

DESCRIPTION OF TRACK TOOLS, ETC.

Wheelbarrows, 18; value, \$28.00. Shovels, 84; value, \$42.00. Picks, 8; value, \$4.00. Scales, 3; value, \$40.00. Water tanks,

3; value, \$600.00. Pump houses, 1; value, \$50.00. Engineers' instruments, 2; value, \$30.00. Shop tools, 3; value, \$3,000.00. Total, \$3,794.00.

DESCRIPTION OF REAL ESTATE.

Town lots, 21; buildings, 3; assessed at \$14,400.00 each.

MISCELLANEOUS.

Office furniture, value, \$200.00.

GROSS EARNINGS.

Freight, \$71,992.67. Passenger, \$34,349.30. Mail, \$2,854.68. Other sources, \$300.00. Total, \$109,496.65. All in Louisiana.

EXPENSES.

Freight, \$43,679.34. Passenger, \$14,817.91. Other sources, \$45,722.21. Total, \$104,219.46. Of this sum, \$47,552.68 is apportioned as operating expenses; \$27,120.73, for repairs of road, renewals of track, bridges, and maintenance of way; \$2,302.61, for other improvements; \$19,443.44 for motive power and cars; \$7,800.00 for betterments.

GENERAL EXHIBIT.

Total gross earnings, \$109,496.65. Total expenses, (exclusive of interest on bonds) \$104,219.46. Net earnings, \$5,277.19. Interest accruing during year, \$20,500.00. Interest paid during the year, \$10,000.00.

INCOME ACCOUNT.

Income from earnings, \$5,277.19. Total income from all sources, \$5,277.19.

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE YEAR ENDING JUNE 30, 1899.

Debits	Amounts	Credits	Amounts
Cost of road	\$505 048 42	Capital stock	\$243,650 00
Cost of fixtures	148,473 62	Funded debt	410,000 00
Miscellaneous	127 96		
Total	\$653,650 01	Total	\$653,650 00

NET EARNINGS DURING THE YEAR.

Freight, \$28,313 33. Passenger, \$19,531.39. Mail, \$2,854.68. Other sources, \$300.00. Total, \$50,999.40. Less maintenance of way and structures and general expenses, (taxes, salaries, etc. \$45,722.21) \$5,277.19.

ANNUAL REPORT

OF THE

New Orleans and Mobile Railroad Company,

(Owned and Operated by the Louisville and Nashville Railroad Company.)

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

Total length, 140.36 miles. Mileage in Louisiana, 37.56 miles.

Terminals, New Orleans and Pearl River.

OFFICERS.

M. H. Smith, Louisville, Ky., President. J. H. Ellis,
Louisville, Ky., Secretary.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
M. H. Smith.....	Louisville, Ky.....	Until successors are elected
H. M. Bruce.....	Louisville, Ky.....	Until successors are elected
S. R. Knott.....	Louisville, Ky.....	Until successors are elected
W. W. Thompson.....	Louisville, Ky.....	Until successors are elected
O. Quarrier.....	Louisville, Ky.....	Until successors are elected
J. H. Ellis.....	Louisville, Ky.....	Until successors are elected
J. H. Ringgold.....	Louisville, Ky.....	Until successors are elected

Total number of stockholders at date of last election.
S. Date of last meeting of stockholders for election of officers, May 20, 1893. Postoffice address of general office, Louisville, Ky.

CAPITAL STOCK.

Number of shares 40 000

Amount of common stock\$4,000,000 00
Total amount of stock paid in..... 4,000,000 00

(The capital stock of the Louisville & Nashville Railroad Company represents and covers the lease of the New Orleans, Mobile & Texas Railroad.)

BONDED DEBT.

First mortgage due January, 1930.....	\$5,000,000 00
Second mortgage due January, 1930.....	1,000,000 00
Total.....	<u>\$6,000,000 00</u>

Estimated value of road-bed, including track, bridges and right of way, \$1,256,950.00.

DESCRIPTION OF ROAD.

Total length of single main track, 140.36 miles; Total length of single main track in Louisiana, 37.56 miles. Total length of sidings, 37.14; in Louisiana, 10.13. Ballasted with gravel in Louisiana during year 0.51. Grade crossings, 4. Total number of miles of road part ballasted, 87.91. Number of miles of steel rails, and weight of same, 58 1-4 lbs. 60 lbs. and 70 lbs., 140.36 miles. Number of miles of track fenced, 87.02 miles.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 30; value, \$60,200.00. Passenger cars, 22; value, \$22,000. Railway Postal cars, 2; value, \$2,000. Express cars, 2; value, \$1,650. Combination cars, 1; value, \$900.00. Baggage cars, 5; value, \$4,250. Caboose, 12; value, \$2,280.00. Box cars, 466; value, \$87,915.00. Flat cars, 54; value, \$8,100. Gondola cars, 165; value, \$26,400. Stock cars, 36; value, \$6,120. Repair cars, 56; value, \$840.00. Boarding cars, 17; value, \$1,870. Wrecking cars, 1; value, \$700.00. Other rolling stock, 35; value, \$5,420. Total, 904 cars of all description; value \$230,645. Proportion for Louisiana, \$61,641.

DESCRIPTION AND VALUE OF REAL ESTATE IN LOUISIANA.

Acres of land, 23,373; value, \$4,774.60. Town lots, value, \$232,022.00. Buildings, \$27,330.00. Other lots and lands not used for railroad purposes, value, \$8,500.00. Total value, \$272,626.60.

GROSS EARNINGS. (ENTIRE LINE.)

(Total length, 140.30 miles. Total length in Louisiana, 37.50 miles.) Freight, \$793,077.64. Passenger, \$433,090.18. Express, \$29,586.96. Mail, \$81,813.31. Telegraph, \$179.49. Other sources, \$18,744.76. Total, \$1,361,492.34. Proportion of gross earnings for Louisiana, \$364,335.35. (Based on 26.76 per cent.) Number of tons of freight carried one mile in Lou-

isiana on this division, 27,393,033. Average amount received per ton per mile on this division, .775 cents. Number of miles run by freight trains in Louisiana on this division, 115,858. Number of passengers carried one mile on this division in Louisiana, 6,570,668. Amount received per passenger per mile in Louisiana on this division, 1.754 cents. Number of miles run by passenger trains in Louisiana on this division, 103,469. Average distance each ton of freight was hauled on this division, 121.6 miles. Average cost of hauling a ton of freight in Louisiana on this division, .573 cents. Average distance traveled by each passenger on this division, 64.2 miles. Average cost of carrying each passenger in Louisiana on this division, .0171 cents.

EXPENSES. (Entire Line.)

Freight, \$586,212.75. Passenger, \$351,460.48. Total, \$937,673.23. Proportion for Louisiana, (26.76 per cent), \$250,921.36. Of this latter sum, \$129,186.13 is estimated as "operating expenses;" \$44,967.01 for "repairs of road, renewals of track, bridges and maintenance of way;" \$19,686.42, for "other improvements;" \$38,489.03 for "motive power and cars;" \$18,592.77 for "other expenses."

GENERAL EXHIBIT.

Total gross earnings	\$1,361,492 34
Total expenses	937,673 23
Net earnings	\$ 423,819 11
Taxes	\$ 40,612 58
Interest accruing during year	360,000 00
Interest paid during year	360,000 00

INCOME ACCOUNT.

Income from earnings	\$ 23,206 53
Total income from all sources, carried to L. & N.—	
Income acct	23,206 53
Proportion of income for Louisiana (26.76 per cent)	\$ 6,210 03

BALANCE SHEET.

No balance sheet kept. The Louisville & Nashville Railroad Company operates the road and receives the net results, if any.

NET EARNINGS DURING YEAR. (Entire Line.)

Freight, \$206,864.89. Passenger, \$198,209.46. Other sources, \$18,744.76. Total, \$423,819.11.

ACCIDENTS. (Entire Line.)

Killed, employees, 2. Others, 7. Injured, Passengers, 1, employees, 9. Others, 9.

ANNUAL REPORT

OF THE

New Orleans and Northeastern Railroad Company,

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1900.

Length in Louisiana, 42.45 miles. New Orleans to Pearl River.

OFFICERS.

C. C. Harvey, President. Charles Schiff, Vice President. John T. Brent, Secretary and Treasurer. D. D. Curren, Superintendent. George H. Smith, General Passenger Agent. T. F. Steele, General Freight Agent. Larz A. Jones, Auditor. H. H. Hall, General Counsel. J. C. Haugh, Chief Engineer.

ORGANIZATION.

Directors	Postoffice Address	Date of Expiration of Term
Henry Abraham	New Orleans, La.....	November 1, 1899
Frank S. Baud.....	New York, N. Y.....	November 1, 1899
B. F. Eshelman.....	New Orleans, La.....	November 1, 1899
H. H. Hall	New Orleans, La.....	November 1, 1899
C. C. Harvey	New Orleans, La.....	November 1, 1899
Charles Schiff	London, Eng.	November 1, 1899
Alfred Slidell.....	New Orleans, La.....	November 1, 1899
R. M. Wahmsley	New Orleans, La.....	November 1, 1899

Total number of stockholders at date of last election, 50. Date of last meeting of stockholders, November 2, 1898. Postoffice address of general office, New Orleans, La. Postoffice address of general office in Louisiana, 833 Gravier Street, New Orleans, La. Names of officers and their titles, connected with general office in Louisiana, all except the Vice President.

CAPITAL STOCK.

Number of shares, 5,000. Amount of common stock, \$5,000,000.00. Total amount of stock paid in, \$5,000,000.00. Market

value of common stock, \$2.75 per 100. Total cash paid to company on account of original capital stock, \$5,000,000.00.

BONDED DEBT.

First mortgage, 6 per cent bonds, not subject to prior lien bonds, at \$1.14, \$17,000; prior lien 6 per cent bonds at \$1.14, \$1,320,000; first mortgage 6 per cent bonds, subject to prior lien bonds, at 50 cents, \$498,300. Total, \$6,320,000. Market value of bonded debt, \$4,014,680.

FLOATING DEBT.

LIABILITIES—

Audited vouchers and accounts	\$ 115,735 37
Wages and Assets	53 298 49
Net traffic balance due other companies.	11,781 61
Matured interest coupons unpaid.....	1,323,929 00
Interest and construction debt to be funded.....	1,069,517 80
Miscellaneous	69,022 26

Total.....\$2,643,284 53

ASSETS—

Cash on hand and in bank	\$ 165,613 15
Agents.....	99,140 46
Companies and individuals	59,601 08

Total.....\$ 324,954 69

Amount of floating debt, \$2,318,329.84; amount of funded debt, \$6,320,000.00; amount of assets, \$404,627.21; amount of liabilities, \$2,663,084.53. Estimated value of road-bed, including track, bridges, and right of way, valued by Board of Appraisers in Louisiana, at \$8,000 per mile, main track, and \$2,000 per mile for sidings.

DESCRIPTION OF ROAD.

Total length of single main track, 195.52 miles; in Louisiana, 42.48 miles. Total length of sidings, 57.04 miles. In Louisiana, 20.01 miles. Total miles of road ballasted in Louisiana during year, 19 miles; cost, \$53,458.51. Louisiana during year, 19 miles; cost, \$53,458.51.

GRADE CROSSINGS.

Railroad crossings, protected by interlocking apparatus.
2. Highway crossings, 17, 50 of which are protected by watchmen.

BRIDGES.

Six bridges in Louisiana as follows:
No. 278 Wooden bridge, 621 feet long.

No. 284 Iron draw bridge, 465 feet long.

No. 295-1, Wooden bridge, 120 feet long.

No. 295-2, Wooden bridge, 75 feet long.

No. 296-7-8. Creosoted trestle over Lake Pontchartrain,

No. 296 7-8, Creosoted trestle over Lake Pontchartrain, 30,206 feet long, with two iron draw-bridges, each 250 feet long.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 41; value, \$132,000. Passenger cars, 15; value, \$34,000. Officers cars, 5; value, \$9,000. Baggage cars, 6; value, \$9,000. Caboose, 22; value, \$7,700. Freight cars, closed, 558; value, \$134,500; Flat cars, 354; value, \$53,100. Gondola cars, 761; value, \$133,175. Construction cars, 4; value, \$900. Pile drivers, 1; value, \$800. Other rolling stock, 3; value, \$800. Total cars all classes, including locomotives, 1,752. Value, \$520,375. Proportion for Louisiana, \$111,550.

DESCRIPTION OF TRACK TOOLS, ETC.

Wheelbarrows, 27; value, \$13.50. Shovels, 432; value, \$108.00. Picks, 151; value \$37.75. Scales, 2; value, \$300.00. Water tanks, 15; pump houses, 12; value, \$11,100.00. Engineers instruments, value, \$300.00. Shop tools, value \$40,000.00. Total \$851,859.25. Proportion for Louisiana, \$4,687.00.

DESCRIPTION AND VALUE OF REAL ESTATE IN LOUISIANA.

Acres of land, about, 100, value, \$1,500.00. Town lots, value, \$1,000.00. Buildings, value, \$2,550.00. Other improvements, value, \$2,000.00. Total, \$8,050.00.

MISCELLANEOUS.

Miles of Telegraph, 196. Office furniture, value, \$3,000.00. Steel rails, 133 tons, value, \$2,214.00. Total, \$5,214.00.

TRANSPORTATION.

Number of tons of through freight carried one mile in Louisiana, 23, 502,816. Number of tons of local freight carried one mile in Louisiana, 6,790,915. Number of miles run by passenger trains in Louisiana, 88,330. Amount received per passenger per mile in Louisiana, .0189. Number of miles run by freight trains in Louisiana, 122,213. Number of employees in Louisiana, 259.

GROSS EARNINGS ON ENTIRE LINE.

Freight \$1,216,881.64. Passenger, \$227,816.41. Express, \$29,459.57. Mail, \$29,617.50. Telegraph, \$2,971.83. Other sources, \$30,846.07. Total, \$1,537,593.02. Proportion of gross earnings for Louisiana, \$338,270.46.

Number of tons of freight carried one mile in Louisiana, 30,293,731. Average amount received per ton per mile in Louisiana, .088. Number of miles run by freight trains in Louisiana, 122,213. Number of passengers carried one mile in Louisiana, 2,653,639. Amount received per passenger per mile in Louisiana, .0189. Number of miles run by passenger trains in Louisiana, 88,330.

EXPENSES ON MAIN LINE.

Total expenses entire line, \$1,098,442.56. Proportion of expenses for Louisiana, \$241,657.37. Of this amount \$112,688.24 is estimated as "operating expenses;" \$63,687.90 is estimated for "repairs of road, renewals of track, bridges and maintenance of way;" \$52,427.34. for "motive power and cars," and \$12,853.89 for "other expenses."

The entire line in Louisiana is laid with sixty pound steel rails and 181 miles of the entire line is ballasted with gravel. Forty-five miles of track is fenced..

GENERAL EXHIBIT.

Total gross earnings \$1,537,593.02. Total expenses including taxes (\$39,559.66), \$1,138,002.22. Net earnings, \$399,590.80. Interest accruing during the year, \$379,200.00. Interest paid during year, \$381,374.70. Interest on funded debt, \$379,200.00.

INCOME ACCOUNT.

Income from earnings, \$339,590.80. Income from other sources, \$2,217.77. Total income from all sources, \$401,808.57. Proportion of income for Louisiana, \$88,375.88.

GENERAL BALANCE SHEET.

Debits	Amount	Credits	Amount
Cost of road, and fixtures.....	\$10 939 071 20	Capital stock	\$ 5,000,000 00
Cash and current assets.....	324,954 69	Funded debt	6,320,000 00
Material and supplies.....	79,672 52	Current liabilities.....	1,573 766 73
Profit and loss.....	2,639,386 12	Interest on funded debt not yet payable.....	19,800 00
		Interest and construction debt agreed to be funded.....	1,069,517 80
Total	\$13,983,084 53	Total	\$13,983,084 53

Amount expended for new rolling stock during the year, \$22,889.90, of which \$6,135.78 is apportioned to Louisiana.

ACCIDENTS.

Killed, one trespasser. Injured, passengers, 1; employees, 8; others, 2.

ANNUAL REPORT

OF THE

New Orleans and Northwestern Railway Company,

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

Length of road, 101.36 miles.

OFFICERS.

President, Charles Hyde, Plainfield, N. J. Vice President, Louis K. Hyde, Titusville, Pa. Secretary, James W. Lambert, Natchez, Miss. Treasurer, F. W. Maer, Natchez, Miss. General Manager, Louis K. Hyde, Titusville, Pa. General Passenger Agent, C. B. Brownwell, Natchez, Miss. General Freight Agent, C. B. Brownwell, Natchez, Miss. Comptroller, R. Popkess, Natchez, Miss. General Attorney, J. N. Luce, New Orleans, La. Chief Engineer, C. Y. Vaughn, Natchez, Miss. Superintendent of Telegraph, Louis R. Martin, Natchez, Miss.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
Charles Hyde.....	Plainfield, N. J.....	.....
Louis K. Hyde....	Titusville, Pa.....	.....
L. De L. Hyde.....	Titusville, Pa.....	.....
Charles L. Hyde.....	New York, N. Y.....	.....
J. W. Lambert....	Natchez, Miss.....	.....
A. H. Foster.....	Natchez, Miss.....	.....
Geo. W. Koontz....	Natchez, Miss.....	.....
A. G. Campbell.....	Natchez, Miss.....	.....
L. W. Main.....	Natchez, Miss.....	.....

Total number of stockholders at date of last election, 19. Date of last meeting of stockholders for election of officers, April 11, 1899. Postoffice address of general office, Natchez, Miss.

CAPITAL STOCK.

Number of shares, 45,000.

Amount of common stock.....\$1,500,000 00

DESCRIPTION OF BONDED DEBT.

First mortgage bonds.....\$2,000,000 00

Five per cent gold, due in 50 years from January 1, 1890, were given as collateral security and forfeited.

collateral trust bonds.....\$ 500,000 00

Five per cent interest dated January 1, 1898, due in ten years. Interest payable 1st of January and July of each year.

Total bonded debt.....\$2,500,000 00

DESCRIPTION OF FLOATING DEBT.

Amount of floating debt .. . \$ 13,213 87

Amount of funded debt 2,500 000 00

Amount of assets 12 551 34

Amount of liabilities..... 13 213 87

Estimated value of road-bed including track, br.dges and right of way..... 1,294,759 10

DESCRIPTION OF ROAD.

Total length of single main track, 101.36 miles. Total length of single main track in Louisiana, 98.85 miles. Total length of sidings, 7.12. Total length of sidings in Louisiana, 6.12.

GRADE CROSSINGS AND BRIDGES.

Two, one at Rayville, La., with the V. S. & P. R. R., one at Collinston, La., with the H. C. & A. N. R. R. 120 bridges in Louisiana.

ROLLING STOCK.

Locomotives, 7; value, 8,750.00. Passenger cars, 3; value, \$3,000.00. Baggage cars, 2; value, \$2,000.00. Box cars, 31; value, \$7,440.00. Flat cars, 62; value, \$12,400.00. Gondola cars, 10; value, \$2,000.00. Stock cars, 4; value, \$1,000.00. Boarding cars, 11; value, \$825.00. Total value of rolling stock, \$37,415.00. Proportion for Louisiana, \$36,488.48.

REAL ESTATE, ETC.

Acres of land, 50; value, \$2,000.00. Buildings, car shed and engine house; value, \$4,050.00. Other improvements, \$100.00. Total value; \$6,150.00.

MISCELLANEOUS.

Office furniture, value, \$250.00. Live stock, value, \$3,500.00.

GROSS EARNINGS.

Freight, \$108,355.82. Passenger, \$27,162.23. Express, \$2,928.50. Mail, \$6,049.53. Other sources, \$397.60. Total gross earnings, \$144,893.71. Proportion of gross earnings for Louisiana, \$141,304.98.

Number of miles run by freight trains in Louisiana, 39,836. Number of miles run by passenger trains in Louisiana, 36,080.

EXPENSES.

Total expenses \$133,787 07
Proportion of expenses for Louisiana 130,471 00

Total expenses, \$133,787.07. Proportion of expenses for Louisiana, \$130,471.00. Operating expenses, \$112,414.13. Renewals of track, bridges and maintenance of way, \$36,509.77. Other improvements, \$13,630.13. Motive power and cars, \$14,511.49. Other expenses, \$6,392.85.

GENERAL EXHIBIT.

Total gross earnings \$144,893 71
Total expenses 133,787 07

Net earnings \$ 11,106 61
Interest accruing during the year \$125,000 00
Interest paid during the year 25,000 00
Interest on funded debt 125,000 00

INCOME ACCOUNT.

Income from earnings (deficit) \$13,893 56
Income from other sources 18,056 99

Total income from all sources \$ 4,163 43

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE YEAR ENDING JUNE 30, 1899.

Debits	Amount	Credits	Amount
Cost of road.....	\$1,294,759 10	Capital stock.....	\$4 500,000 00
Cost of equipment.....	86,792 37	Funded debt	2,500,000 00
Lands owned.....	5,000 00	Current liabilities.....	662 53
Material and supplies...	12,466 28		
Balance	5,671,644 98		
Total.....	\$7,000,662 53	Total.....	\$7,000,662 53

EXTENSIONS AND IMPROVEMENTS.

Filling in bridges, raising track above high water, new tanks and new building in Vidalia, La. Cost, \$13,630.13.

Amount expended for new rolling stock during the year, \$4,364.77. Proportion for Louisiana, \$4,256.68.

ANNUAL REPORT

OF THE

Pontchatrain Railroad Company,

(Owned and Operated by the Louisville and Nashville Railroad Company.)

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

Length, 5.18 miles.

OFFICERS.

Charles Marshall, President. A. J. Jacobs, Secretary.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
B. W. Bowling.....	New Orleans, La.....	Not given.....
George Denegre.....	New Orleans, La.....	Not given.....
J. E. Eaves.....	New Orleans, La.....	Not given.....
A. E. Ladner.....	New Orleans, La.....	Not given.....
J. F. Murdy.....	New Orleans, La.....	Not given.....
C. Marshall.....	New Orleans, La.....	Not given.....
F. C. Shephard.....	Montgomery, Ala.....	Not given.....

General office, Louisville, Ky.

CAPITAL STOCK.

Number of shares, 7,484.

Amount of common stock\$74,840 00

(The capitalization of the Louisville & Nashville Railroad Company represents and covers the cost of the Pontchartrain Railroad.)

Estimated value of road-bed, including track, bridges and right of way, \$20,190.00.

DESCRIPTION OF ROAD.

Total length of single main track, 5.18 miles. Total length of sidings, 3.28 miles. Number of miles partly ballasted, 2.93. Main line laid with 50 lbs. steel rails.

GENERAL EXHIBIT.

Total from all sources	\$1,000.00
Total expenses	1,000.00
Total	\$0.00

INCOME ACCOUNT

Income from all sources for the year ended 1911 & N. 1912 amounting to \$1,000.00.

NET RESULTS FOR THE YEAR

Expenses for the year ended 1911 & N. 1912 amounting to \$1,000.00. Total net results for the year ended 1911 & N. 1912 amounting to \$0.00.

The Board of Directors of the Company operates the road and has no other business.

ACCIDENTS.

1. Killed passengers, 1. Killed passengers, 1. employees.
2. Total, 3, and 3.

ANNUAL REPORT
OF THE
St. Louis, Avoyelles & Southwestern Railway Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1899.
Length, 36 miles in Louisiana.

OFFICERS.

President, W. B. Spencer, New Orleans. Vice President, H. Flanders, Marksville, La. Secretary, Chas. P. Cocke, New Orleans, La. Treasurer, Albert Strauss, New York City. General Manager, H. Flanders, Marksville, La. General Passenger and General Freight Agent, C. J. Carpenter, Marksville. General Attorney, W. H. Peterman, Marksville, La.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
W. H. Peterman.....	Marksville, La	January, 1900
N. G. Pearsal	Covington, La	January, 1900
Chas. P. Cocke.....	New Orleans, La	January, 1900
W. B. Spencer	New Orleans, La	January, 1900
L. Charbonnette	New Orleans, La	January, 1900
Albert Strauss.....	New York City.....	January, 1900
Theodore Seligman.....	New York City.....	January, 1900

Total number of stockholders at date of last election, 9. Date of last meeting of stockholders for election of officers, January, 1899. Postoffice address of general office, Marksville, La. Officers connected with general office, H. Flanders, Vice President and General Manager. C. J. Carpenter, General Freight Agent and Auditor.

CAPITAL STOCK.

Number of shares, 3,600.

Amount of common stock.....\$360,000 00
Total amount of stock paid in 360,000 00
Amount of stock owned by residents of Louisiana, 50 shares.

BONDED DEBT.

First mortgage bonds, five per cent	\$360,000 00
Interest accrued on first mortgage bonds.....	45,000 00
Receivers' certificates	40,000 00
Interest of receivers' certificates	5,967 60
Receivers' and attorneys' allowance	22,500 00

Total.....\$473,467 60

Market value of bonded debt, estimated, 60 per cent.

FLOATING DEBT.

Judgment creditors	\$45,650 09
Interventions U. S. court	22,877 89
Pay rolls	1,942 35
Vouchers, not paid	247 45

Total\$70,717 78

Amount of floating debt, \$70,717.78. Amount of funded debt, \$473,467.60. Amount of assets, \$50,140.00. Amount of liabilities, \$544,185.38. Estimated value of road-bed, including track, bridges and right of way, \$36,000.00.

DESCRIPTION OF ROAD.

Total length of single main track, 36 miles. (Bunkie to Simsport 27 miles. Longbridge to Marksville 9 miles.) Cost, \$180,000.00, all in Louisiana. Total length of sidings, 2.5; value, \$2,500.00. 27 miles of steel rails, and 9 miles of iron rails.

ROLLING STOCK.

Locomotives, 2; value, \$1,500.00. Passenger cars, 2; value, \$3,000.00. Box cars, 10; value, \$100.00. Flat cars, 20; value, \$200.00. Total value, \$4,800.00.

TRACK, TOOLS, ETC.

Shovels, 40; value, \$30.00. Picks, 20; value, \$10.00. Water tanks, 2; value, \$3,000.00. Pump houses, 1; value, \$500.00. Shop tools, value, \$200.00. All other tools, value, \$100.00. Total value, \$3,840.00.

REAL ESTATE, ETC.

Buildings, 7; value, \$5,000.00. Office furniture, \$500.00.

GROSS EARNINGS.

(Length 36 miles, all in Louisiana.)

Freight, \$ 29,520.50. Passenger, \$6,985.25. Express \$335.94. Mail, \$1,820.84. Other sources, \$462.70. Total, \$39,143.21.

Number of miles run by mixed trains in Louisiana, 16,425.
 Number of employees in Louisiana, 54.

EXPENSES.

Total, \$30,894.62. Of this sum, \$12,964.37 is estimated as "operating expenses;" \$11,923.22, as "repairs of road, renewals of track and maintenance of way;" \$856.33 for "motive power and cars;" \$5,150.70, for "other expenses."

GENERAL EXHIBIT.

Total gross earnings.....	\$39,143 21
Total expenses.....	33,947 45
Net earnings from operation	\$ 5,095 76
Interest accruing during year.....	\$ 18,000 60

INCOME ACCOUNT.

Income from earnings.....	\$5 195 76
Income from other sources	5,195 76

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE YEAR ENDING JUNE 30, 1899.

Debits	Amount	Credits	Amount
Cost of road	\$1,197,181 55	Capital stock.....	\$ 720,000 00
Cost of fixtures and equipment	11,860 80	Funded debt, first mortgage.....	360,000 00
Motive power	6,095 61	Interest on first mortgage.....	12,000 00
Office furniture.....	650 83	Coupons	45,000 00
General stores	326 13	Receivers' certificates interest	45,967 60
Bills receivable.....	8,168 23	Interventions U. S. court Receivers' and attorneys' allowance.....	45 65 00
Profit and loss	63,322 60	Judgment creditors	22 500 00
		Bills payable.....	22 877 80
			2,189 80
Total	\$1,287,605 75	Total.....	\$1,287,605 75

This road has a contract with the Pacific Express Company, at 50 per cent of revenue, minus \$25.00 per month. The express company uses the railroad company's cars.

ANNUAL REPORT

OF THE

St. Louis, Iron Mountain and Southern Railway
Company,

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

Total length, 1773.77 miles. In Louisiana, 144.59 miles.

OFFICERS.

George J. Gould, President. C. G. Warner, Vice President. Frank J. Gould, Second Vice President. W. B. Doddridge, General Manager. A. H. Calef, Secretary and Treasurer. Guy Phillips, Assistant Secretary. E. G. Nurriam, Second Assistant Secretary. D. S. H. Smith, Local Treasurer. C. G. Warner, General Auditor. S. B. Schuyler, Assistant General Auditor. J. S. Tustin, Freight Claim Agent. Alex G. Cochran, Genl. Solicitor. M. L. Clordy, General Attorney for Mo. Dodge Johnson, General Attorney for Arkansas. F. G. Hudson, General Attorney for La. W. E. James, General Claim Agent. W. C. Stitch, General Freight Agent. J. C. Lincoln, First Assistant General Freight Agent. W. R. Peabody Assistant General Freight Agent. S. V. Derosch, Assistant General Freight Agent. J. O. Phillippi, Assistant General Freight and Passenger Agent. H. C. Townsend, General Passenger and Freight Agent. B. H. Payne, Assistant General Passenger and Ticket Agent. E. A. Peck, General Superintendent. D. Hardy, Superintendent. J. D. Moore, Superintendent. W. J. McKee, Superintendent. Jas W. Way, Chief Engineer. C. A. A. Deane, Commissioner of Land in Ark.. Frank Reorden, Superintendent Locomotive and Car Department. E. Fisher, Engineer Bridges and Buildings. J. R. Wentworth, Superintendent of Car Service. C. W. Hammond, Supt. of Telegraph. S. L. Niegelman, Tax Commissioner. W. B. Cotten, Chief Surgeon. N. T. Spoor, Wood, Tie and Lumber Agent. C. H. Stevens, Paymaster. J. C. Nicholas, General Baggage Agent. R. M. McDowell, Fuel Agent. M. H. Grapevine, Inspector Transfer Boats. George Snodgrass, Stationery Agent.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
Geo. J. Gould	195 Broadway, New York City	March, 1900
Russell Sage	71 Broadway, New York City	March, 1900
C. W. Warner	61st and Locust Sts., St. Louis, Mo.	March, 1900
Wm. H. Thompson	Broadway and Olive Sts., St. Louis, Mo. ...	March, 1900
Sohn T. Terry	54 Exchange Place, New York City	March, 1900
Henry Whiten	309 Walnut Street, Philadelphia, Pa.	March, 1900
A. L. Hopkins	34 Commonwealth Avenue, Boston, Mass. ...	March, 1900
Henry Marquand	New York City	March, 1900
R. J. Lockland	New York City	March, 1900
R. M. Galloway	New York City	March, 1900
Howard Gould	195 Broadway, New York City	March, 1900
Frank Gould	195 Broadway, New York City	March, 1900
T. C. W. Lowney	New York City	March, 1900

Total number of stockholders at date of last election, 32.
Date of last meeting of stockholders for election of officers,
March 14, 1899. Postoffice address of General Office, St.
Louis, Mo., and New York City (Financial). General Office
in Louisiana, Monroe, La., F. G. Hudson, Monroe, La.

CAPITAL STOCK.

Number of shares, 258,151.50.

Amount of common stock.....\$25,795,055 00
Total amount of stock paid in..... 25,795,055 00

BONDED DEBT.

St. Louis and Iron Mountain Railroad, first mortgage\$ 4 000,000 00
St. Louis and Iron Mountain Railroad, second mortgage 6 000 000 00
General Consolidated Railway, Limited, and Gt. mortgage... 32,790 000 00
General Consolidated Railway, Limited, and Gt. " " script 935 38
Five per cent gold funding notes 4,723,000 00
First preferred income..... 44,607 80
Car trust certificates..... 558,000 00
Total\$48,116,542 88

BONDED DEBT.

Amount of floating debt.....\$ 1,778,603 76
Amount of funded debt 48,116,542 88
Amount of assets 81,300,973 76
Amount of liabilities 77,983,403 81
Estimated value of roadbed, including track bridges and right
of way 12,220,232 00

DESCRIPTION OF ROAD.

Total length of single main track	1,773.77 miles
Total length of single main track in Louisiana.....	144.59 miles
Total length of double main track	10.27 miles
Total length of sidings	381.95 miles
Total length of sidings in Louisiana	24.22 miles
Total miles track fenced in Louisiana during year, 2.61 miles.	Cost, \$519 65

Number of grade crossings in Louisiana, 73. Usual crossings signals given. Number of bridges in Louisiana, 3. Ouachita River bridge, draw 360 feet long, Pratt, truss, iron, two spans, each 150 feet.

Little River Bridge, draw, 148 feet long, plate girder, one span, 150 feet long, Pratt truss.

Red River Bridge, draw, 360 feet long, Pratt truss, iron, two spans, one 180 and one 130 feet long.

ROLLING STOCK.

Locomotives, 246. Passenger cars, 47. Officers and Express cars, 54. Caboose, 130. Box cars, 5,881. Flat cars, 627. Gondola cars, 1073. Stock cars, 798. Other cars, 588. Other rolling stock, 683. Total, 9899 cars of all descriptions in service.

PROPORTION FOR LOUISIANA, RUN BETWEEN LITTLE ROCK AND ALEXANDRIA.

Locomotives, Passenger, 4; Freight, 6; Switching, 1; Total, 11. Cars, Passenger, 6; Combination, 2; Special, 1; Baggage, Mail and Express, 3; Total, Passenger Cars, 14. Freight, Box, 200; Stock, 50; Flat, 250; Caboose, 6; Service, 20; Total, Freight cars, 526.

REAL ESTATE IN LOUISIANA.

Acres of Land, 20 at Alexandria, 11 at Monroe; Total, 31 acres.

No detailed statement of earnings and expenses returned.

GENERAL EXHIBIT.

Total gross earnings.....	\$12,870,323 95
Total expenses.....	8,369,965 35
Net earning.....	<u>\$ 4,301,358 60</u>
Interest accruing during year.....	\$ 2,311,225 50
Interest paid during year.....	2,636,568 10
Interest on funded debt	2,311,225 50

INCOME ACCOUNT.

Income from earnings.....	\$4,301,358 60
Income from other sources	34,300 44

Total income from all sources	\$4,337,659 04
Proportion of income for Louisiana.....	55,274 63

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1899.

Debits	Amount	Credits	Amount
Cost of road	\$68,618,285 93	Capital stock.....	\$215,795,055 00
Stock owned	4,544,129 95	Funded debt.....	48,116,542 88
Bonds owned.....	3,497,285 22	Current liabilities..	3,487,635 35
Lands owned, other than grants	514,194 89	Accrued interest on funded debt not yet due.....	54,170 58
Land grant, Arkansas..	1,760,490 09	Profit and loss	3,317,569 95
Land grant, Missouri...	4,435 15		
Cash and current assets.	1,709,031 59		
Other assets.....	253,120 94		
Total.....	\$81,300,973 76	Total.....	\$ 81,300,973 76

Net earnings, not including taxes.....\$4,391,358 60

IMPROVEMENTS MADE DURING YEAR.

At Mer Rouge, La., turn table built, moving freight depot and rebuilding platform, second story addition to passenger depot, new water station, new coal bin and coal hoist, round house and engine pits. At Riverton, turn table, coal-ing station, water station. Side tracks built at Mer Rouge, Riverton, Sicard, Lincecum.

ACCIDENTS.

Killed, Employees, 4; Injured, Employees, 6; Others, 2.

CONTRACTS.

The American Refrigerator Transit Company, of Illinois, operate their cars over the company's road, for a mileage compensation and commission on revenue derived from shipments handled in their cars. They use their own cars, and engines of the reporting company.

ANNUAL REPORT
OF THE
St. Louis Southwestern Railway Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA.

For the year ending June, 30, 1899.

Total length of line, 592.70 miles. Length in Louisiana, 35.80 miles. Terminals in Louisiana, Shreveport and State line.

OFFICERS.

Edwin Gould, Irvington, N. Y., President. Russell Harding, St. Louis Mo., Vice President and General Manager. Geo. Erbelding, New York City, Secretary. G. K. Warner, St. Louis, Mo., Treasurer and Assistant Secretary. A. S. Dodge, St. Louis, Mo., General Traffic Manager. F. H. Brittan, Tyler Texas. E. W. La Beaume, St. Louis, Mo. R. S. Davis, St. Louis, Mo., General Freight Agent. S. C. Johnson, St. Louis, Mo., General Auditor. Winslow S. Pierce, New York City, General Counsel. S. H. West, St. Louis, Mo., General Attorney. E. J. Nichols, Tyler, Texas, Resident Engineer. G. C. Montaigne, Tyler, Texas, Superintendent of Telegraph.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
S. W. Fordyce	St. Louis, Mo.	First Tuesday in Oct. 1899
Edwin Gould	New York City.....	First Tuesday in Oct. 1899
Russell Harding	St. Louis Mo.	First Tuesday in Oct. 1899
R. M. Galloway.....	New York City.....	First Tuesday in Oct. 1899
Thos. T. Eckert.....	New York City.....	First Tuesday in Oct. 1899
W. B. Doddridge.....	St. Louis, Mo.	First Tuesday in Oct. 1899
Murray Carleton.....	St. Louis, Mo.	First Tuesday in Oct. 1899
A. L. Wolff	St. Louis, Mo.	First Tuesday in Oct. 1899

Total number of stockholders at date of last election, 778. Last meeting of stockholders for election of officers, October 4, 1898. Postoffice address of general office, St. Louis, Mo. Postoffice address of general office in Louisiana,

Shreveport, La. Officers connected with general office in Louisiana, T. Alexander, Attorney and General Agent, Shreveport, La.

CAPITAL STOCK.

Number of shares, common, 165,000. Preferred, 200,000. Total number of shares, 365,000. Amount of preferred stock, \$20,000,000.00. Amount of common stock, \$16,500,000.00. Total amount of stock paid in, \$36,500,000.00. None owned by residents of Louisiana. Market value of common stock, June 30, 1899, (12 3-4) \$2,103,750.00. Market value of preferred stock, June 30, 1899, (32 1-2), \$6,500,000.00. Issued for purchase of property.

BONDED DEBT.

First mortgage bonds, authorized and issued, par value, \$20,000,000.00. Second mortgage income bonds, authorized, par value, \$10,000,000.00. Issued par value, \$9,000,000.00.

Total.....	\$29 000 000 00
Market value of bonded debt June 30, 1899, \$20 000 000 00, first mortgage income at 95½ per cent.....	\$19 125 000 00
Second mortgage income at 5 ½ per cent.....	5 2-7,500 00
Total.....	\$24,412 500 00

FLOATING DEBT.

Notes payable.....	\$ 3,000 60
Audited vouchers, unpaid.....	159,318 99
Audited payrolls unpaid.....	126,489 34
Taxes, year 1899, accrued, not due.....	36,615 10
Interest on bonds, due and accrued.....	356,150 83
Total.....	\$684,604 26
Amount of floating debt, as above.....	\$ 684,604 26
Amount of funded debt (includes equipment trust obligations and first mortgage bonds, Gray's Point Terminal Railway Company, guaranteed).....	29,751,127 54
Amount of assets.....	70,853,040 18
Amount of liabilities.....	67,076,613 24

DESCRIPTION OF ROAD.

Total length of single main track, 592.73 miles. (Not including Magnolia branch, 6.4 miles). In Louisiana, 35.80 miles. Total length of sidings, 148.38 miles. In Louisiana, 6.86 miles. Steel rails laid in Louisiana during year, 328 feet. Cost, \$90.04. Ballasted with gravel or sand in Louisiana, 23 miles, 3220 feet. All track in Louisiana laid with steel rails, 56 and 35 pounds.

GRADE CROSSINGS.

18 County road crossings and 40 farm road crossings. 14 railroad crossings. Semaphore signal system at one crossing (M. P. 424). Balance of the 13 crossings no flags or other protection.

ROLLING STOCK.

Locomotives, 65; value, \$146,250.00. Passenger cars, 23; value, \$32,200. Chair cars, 10; value, \$22,500.00. Officers' cars, 1; value, \$1,200.00. Combination cars, 12; value, \$10,500.00. Baggage cars, 4; value, \$2,400.00. Postal cars, 2; value, \$2,000.00. Caboose, 35; value, \$4,375.00. Box cars, 1562; value, \$236,760.00. Flat cars, 324; value, \$25,920.00. Gondola cars, 238; value, \$16,660.00. Stock cars, 134; value, \$10,720.00. Construction cars, 6; value, \$3,400.00. Boarding cars, 71; value, \$5,325.00. Wrecking cars, 3; value, \$195.00. Pay cars, 1; value, \$1,200.00. Pile drivers, 2; value, \$900.00. Track layers, 126; value, \$1,008.00. Other rolling stock, 2; value, \$600.00. Total number, 2621. Total value, \$524,113.00. Proportion for Louisiana (based on single main track mileage 6.4 per cent) number, 158; value, \$31,656.43.

DESCRIPTION OF TRACK TOOLS, ETC.

Wheelbarrows, 1; value, \$1.54. Shovels, 41; value, \$14.19. Scales, 7; value, \$245.00. Water tanks, 1; value, \$450.00. Pump houses, 1; value, \$54.00. Engineers instruments, value, \$30.20. All other tools, 360; value, \$365.62. Total, 411; value \$1,160.50.

MISCELLANEOUS.

Office furniture, 124 pieces; value, \$140.75. Steel rails on hand June 30, 1899, 112 feet, 56 pound, value, \$15.60; 4886 feet, 35 pound, value, \$457.07. Total value, \$813.42.

GROSS EARNINGS.

Total length entire line 592.7 miles. Length in Louisiana, 35.80 miles.

Freight, \$2,815,384.51. Passenger, \$494,476.05. Express, \$44,949.60. Mail, \$95,173.62. Telegraph, \$3,420.98. Other sources, \$28,661.15. Total, \$3,482,065.91. Proportion of gross earnings for Louisiana, (based on total train mileage, 3.29 per cent) \$124,559.97.

Number of tons carried one mile, (entire line) 271,990,960. Average amount received per ton per mile, \$0.01.029. Num-

ber of miles run by freight trains in Louisiana, 32,517. Number of passengers carried one mile (entire line) 21,195,907. Amount received per passenger per mile, (entire line) \$0.02,315. Number of miles run by passenger trains in Louisiana on this division, 28,832. Average distance each ton of freight was hauled, (entire line) 193.50. Average cost of hauling a ton of freight, (entire line), \$1.195.78. Average distance traveled by each passenger, (entire line) 41.38. Average cost of carrying each passenger, (entire line), \$1.23.203.

EXPENSES. (Entire Line).

Total, \$2,311,940.37. Proportion for Louisiana, (based on total train mileage, 3.29 per cent) \$76,062.84. This sum is apportioned as follows: Conducting transportation, \$40,938.18. Maintenance of way and structure, \$15,674.58. Betterments, \$2,708.38. Maintenance of equipment, \$10,687.72. General expenses, \$6,053.98.

GENERAL EXHIBIT.

Total gross earnings	\$ 3 482,065 91
Total expense	2 311,940 37
Net earnings	\$ 1,170,125 54
Interest accruing during year	\$ 980 000 00
Interest paid during year	980,000 00
Interest on funded debt	90,000 00

INCOME ACCOUNT.

Income from earnings	\$ 1,170 125 54
Income from other sources	470,214 08
Total income from all sources	\$ 1,640,339 62
Proportion of income for Louisiana, based on total train mileage, 3.29 per cent	\$ 53,967 17

**GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1899.**

Debits	Amount	Credits	Amount
Cost of road and equipment	\$48,270,184 01	Capital stock	\$36,500,000 00
Gray's Point Terminal		Bonds, \$29,000,000.00,	
Railway lease held ..	339,000 00	equipment, trust,	
Construct on accounts.	20,722 81	obligations, \$412,-	
Real estate in Little		127 54	29,412,127 54
Rock, Ark.	27,327 95	Gray's Point Terminal	
Bonds and stocks		Railway Company,	
owned	18 270 539 21	first mortgage bonds	
Current assets	762,289 94	guaranteed	339,000 00
St. L. Sw. Ry. Co. of		Current liabilities ...	684,604 26
Texas, gen'l account.	2 960,337 46	Miscellaneous acc'unts	140,841 44
Miscellaneous accounts	25,849 72	Profit and loss accounts	3,776,366 94
T., S. E. Ry. Co.			
terminal accounts ...	176,749 08		
Total	\$70,853,000 00	Total	\$70,853,000 18

NET EARNINGS DURING THE YEAR. (Entire Line.)

July, 1898	\$ 44,161 41
August 1898	60 710 20
September, 1898	89 617 41
October, 1898	133,033 73
November, 1898	115,385 81
December, 1898	151,419 95
January, 1899	122,330 38
February 1899	82,986 79
March, 1899	109,173 82
April, 1899	90,306 62
May, 1899	90,164 81
June, 1899	79,634 61
Total	\$ 1,170,125 54

CONTRACTS, LEASES, ETC.

This road has contract with the Pacific Express Company for transportation of express matter. United States Postoffice Department, for transporting United States mail. Pullman Palace Car Company for sleeping car service. Vicksburg, Shreveport & Pacific R. R. Co., for use of bridge and terminals at Shreveport.

ACCIDENTS.

Passengers, 1, injured. Employees, 5, injured. Others, 1, injured. Total injured, 7.

The Pacific Express Company and Pullman Palace Car Company operate on this road.

The road receives from the Pacific Express Company, \$14,949.60 per annum. The railroad company pays 2 cents per mile on cars of the Pullman Palace Car Company, and they also get the earnings from sale of berths and seats.

ANNUAL REPORT
OF THE
Shreveport and Red River Valley Railway Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA.

For the year ending June 30, 1899.

Length, 73 miles in Louisiana.

OFFICERS.

President, William Edenborn, Chicago. First Vice President, Peter McIlvried, Shreveport, La. Second Vice President, W. F. Taylor, Shreveport, La. Secretary and Treasurer, Clarence Ellerbe, Shreveport, La. General Manager, Peter McIlvried, Shreveport, La. General Passenger and Freight Agent, Clarence Ellerbe, Shreveport, La. Auditor, C. P. Murray, Shreveport, La. General Attorneys Leonard & Randolph, Shreveport, La.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
William Edenborn.....	Chicago, Ill.....	January 5th, 1900
Clarence Ellerbe.....	Shreveport, La.....	January 5th, 1900
Peter McIlvried.....	Shreveport, La.....	January 5th, 1900
W. F. Taylor.....	Shreveport, La.....	January 5th, 1900
August Mann.....	Rankin, Pa.....	January 5th, 1900

Total number of stockholders at date of last election, 6. Date of last meeting of stockholders for election of officers, January 5, 1899. Postoffice address of general office, Shreveport, La. Officers connected with general office, Peter McIlvried, First Vice President and General Manager. W. F. Taylor, Second Vice President. Clarence Ellerbe, Secretary and Treasurer and General Passenger and Freight Agent.

CAPITAL STOCK.

Number of shares, 10,000.

Amount of common stock.....	\$1,000,000 00
Total amount of stock paid in.....	250,000 00

Amount of stock owned by residents of Louisiana, 21 shares.

Total cash paid to company on account of original capital stock...	\$250,000 00
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BONDED DEBT.

Stock of company has been paid in to the amount of \$250,000.00. The road is still under construction and has made time loan of \$1,000,000.00 with arrangements to increase loan sufficient to complete road to Pineville, La., and properly equip same, when bonds will be issued and sold to cancel indebtedness.

Amount of floating debt.....	\$1,000 000 00
Amount of assets, visible.....	1,070 993 00
Amount of liabilities.....	1,250,000 00
Estimated value of road-bed, including track, bridges and right-of-way (cost about)	1,000,000 00

DESCRIPTION OF ROAD.

Total length of single main track, 73 miles. Total length of sidings 5.47 miles. Miles of road ballasted with gravel or sand during year, 48 miles. Miles of road laid with steel rails, 37.75. 65 lbs. Highway crossings in Louisiana, 36. Number of bridges in Louisiana, 88.

ROLLING STOCK.

Locomotives, 4; value, \$8,660.00. Passenger cars, 2; value, \$3,500.00. Combination cars, 1; value, \$1,500.00. Box cars, 35; value, \$14,000.00. Flat cars, 25; value, \$8,125.00. Boarding cars, 13; value, \$2,600.00. Other rolling stock, (hand and dump cars), value, \$358.00.

TRACK TOOLS, ETC.

Carts, 4; value, \$150.00. Wheelbarrows, 2; value, \$2.00. Shovels, 120; value, \$100.00. Picks, 18; value, \$6.00. Scales, 1; value, \$1,010.00. Water tanks, 3; value \$1,870.00. Pump houses, 1; value, \$50.00. Shop tools, drill, \$275.00. Bolt cutter, \$266.00. All other tools, value, \$150.00. Total value, \$3,879.00.

REAL ESTATE.

Acres of land, 16; value, \$6,000.00. Buildings, value, \$6,-431.00. Other improvements, value, \$5,740.00. Total value, \$18,171.00.

MISCELLANEOUS.

Leased right of way for ten years, to Cumberland Telephone Company, who supply service, value, \$200.00.

EARNINGS, EXPENSES, ETC.

Expenses of running mixed trains in Louisiana during year, \$45,449.20. Number of employees in Louisiana, 49. Gross earnings on all lines in Louisiana during the year, \$56,226.77. Expenses on all lines in Louisiana during year, \$45,449.20. Of this latter sum, \$34,121.02 is estimated as "operating expenses;" \$3,735.99, for "repairs of road, renewal of bridges, and maintenance of way;" \$1,111.67 for "other improvements;" \$3,142.35 for "motive power and cars;" \$3,338.17 for "other expenses."

GENERAL EXHIBIT.

Total gross earnings.....	\$56,226 77
Total expenses	45,449 20
Net earnings.....	\$10,777 57

INCOME ACCOUNT.

Income from earnings, net	\$10,777 57
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**GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1899.**

Debits	Amount	Credits	Amount
Cost of road, estimated.	\$1,000,000 00	Capital stock paid in...	\$ 250 000 00
Cost of fixtures	70,993 00	Debit	1,000,000 00
Amount paid to Louisiana Central Construction Co., Ltd., on account of contracts covering extensions now under construction.....	179,007 00		
Total	\$1,250,000 00	Total.....	\$1,250,000 00

EXTENSIONS IMPROVEMENTS, ETC.

Statement shows that 73 miles of road are in operation. The road is still under construction and no part of it is considered as an extension.

CONTRACTS.

This company has a contract with the Vicksburg, Shreveport & Pacific Railroad Company for trackage over its bridge across Red River between Bossier Junction and Shreveport.

Wells, Fargo Express Company operate over the road, and the express company is allowed 50 per cent of gross earnings from the express business, using the railroad company's cars.

ANNUAL REPORT.

OF THE

Texas and Pacific Railway Company,

TO THE

RAILROAD COMMISSION OF LOUISIANA.

For the year ending June 30, 1899.

OFFICERS.

George J. Gould, New York, President. S. H. Clark, St. Louis, Mo., Vice President. Frank Jay Gould, New York, Second Vice President. L. S. Thorne, Dallas, Texas, Third Vice President. C. E. Satterlee, New York, Secretary and Treasurer. L. S. Smith, Dallas, Texas, Assistant Secretary and Treasurer. L. S. Thorne, Dallas, Texas, General Manager. J. W. Evereman, Dallas, Texas, Assistant General Manager. E. P. Turner, Dallas, Texas, General Passenger Agent. W. W. Campbell, Dallas, Texas, General Baggage Agent. E. L. Sargent, Dallas, Texas, General Freight Agent. H. L. Redfield, Dallas, Texas, Assistant General Freight Agent. R. Fenby, Dallas, Texas, Auditor. E. W. Tower, Dallas, Texas, Assistant Auditor. John F. Dillon, New York, General Counsel. Wilson S. Pierce, New York, General Attorney. T. J. Freeman, Dallas, Texas, General Attorney for Texas. Howe, Spencer & Cocke, New Orleans, La., General Attorneys for Louisiana. B. S. Wathen, Dallas, Texas, Chief Engineer. C. W. Hammond, St. Louis Mo., Superintendent of Telegraph. F. R. Place, Dallas, Texas, Assistant Superintendent of Telegraph. W. H. Abrams, Dallas, Texas, Law and Tax Commissioner.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
George J. Gould.....	New York, N. Y.....	March, 1901.....
Samuel Sloan.....	New York, N. Y.....	March, 1901.....
Russell Sage.....	New York, N. Y.....	March, 1901.....
John T. Terry.....	New York, N. Y.....	March, 1901.....
C. M. McGhee.....	New York, N. Y.....	March, 1901.....
Isaac J. Wistar.....	Philadelphia, Pa.....	March, 1901.....
John N. Hutchinson.....	Philadelphia, Pa.....	March, 1901 (deceased).....
A. L. Hopkins.....	Williamston, Mass.....	March, 1901.....
S. H. H. Clark.....	St. Louis, Mo.....	March, 1901.....
Winslow S. Pierce.....	New York, N. Y.....	March, 1901.....
Howard Gould.....	New York, N. Y.....	March, 1901.....
John G. Moore.....	New York, N. Y.....	March, 1901 (deceased).....
Frank J. Gould.....	New York, N. Y.....	March, 1901.....
John P. Munse.....	New York, N. Y.....	March, 1901.....
T. T. Eckers.....	New York, N. Y.....	March, 1901.....
R. M. Galloway.....	New York, N. Y.....	March, 1901.....
C. E. Satterlee.....	New York, N. Y.....	March, 1901.....

Number of stockholders at date of last election, 1035. Last meeting of stockholders for election of officers, March 15, 1899. Principal office or domicile, 195 Broadway New York, N. Y. General office, Dallas, Texas. General office in Louisiana, New Orleans, La. Officers connected with general office in Louisiana: R. Strong, New Orleans, General Agent. J. B. Paul, New Orleans, Division Superintendent. W. F. Braggins, New Orleans, Division Freight Agent.

Number of shares, 387,202,80-100. Amount of common stock \$38,720,280.00. Total amount of capital stock paid in, \$38,720,280.00. Amount of stock owned by residents of Louisiana, 209 shares. Market value of common stock, (\$20.00 per share) \$7,744,056.00. Total cash paid to company on account of original capital stock. "The new company shall have a capital stock of \$50,000,000, of this amount \$32,165,500, shall be issued in exchange for a like amount of existing stock, and not exceeding \$6,525,000.00, in payment of the floating debt due the Missouri Pacific Railway Company not exceeding \$1,305,000."

BONDED DEBT.

First mortgage bonds.....	\$24,990,975 37
Second mortgage bonds.....	24,967,473 46
First mortgage E. D. bonds and other bonds and bond script retirable under the plan of reorganization as per modified agreement.....	3,743,275 57
Total.....	\$53,701,736 40
Market value of bonded debt.....	\$45,963,530 00

Amount of funded debt, \$53,701,736.40. Amount of assets, current (exclusive of material and supplies on hand) \$1,210,316.52. Amount of liabilities, current, \$824,829.76.

Estimated value of road-bed, including track, bridges and right of way, Louisiana, \$3,032,000.00.

DESCRIPTION OF ROAD.

Total length of single main track, 1,492.00. Total length of single main track in Louisiana, 358.69. Total length of sidings, 304.13. Total length of sidings in Louisiana, 102.03. Total miles of road ballasted with stone, gravel or sand in Louisiana, during the year, 10.00; cost, 2,333.80. Total miles of steel rail laid in Louisiana during the year, 14.00; weight, 56 lbs; cost, \$39,713.22. Total miles of track fenced in Louisiana during the year, 7.00; cost, \$2,906.82. Number of grade crossings in Louisiana, and precautions at each for the prevention of accidents, 41. Railroad and Tramway crossings. Trains come to a full stop at each crossing, and whistle crossing signal before starting. Number of miles of steel rails, 351.57, weight, 56 lbs. Number of miles of iron rail 7.12; weight, 56 lbs. Number of miles of track fenced, 234.

ROLLING STOCK.

Locomotives, 220; value, . . 666,500.00. Passenger cars, 66; value, \$74,500.00. Chair cars, 10; value, \$20,000.00. Officers' cars, 1; value, \$2,500.00. Combination cars, 16; value, \$11,300.00. Baggage cars, 42; value, \$24,800.00. Caboose, 109; value, \$18,150.00. Closed freight cars, 3,777; value, \$511,875.00. Flat freight cars, 1,282; value, \$162,500.00. Stock freight cars, 188; value, \$24,700.00. Construction and Boarding cars, 118; value, \$17,700.00. Wrecking cars, 8; value, \$7,000.00. Pay cars, 1; value, \$2,000.00. Pile drivers, 5; value, \$1,500.00. Other rolling stock, 380; value, \$5,043.00.

Total.....	\$1,550,068 00
Proportion for Louisiana.....	378,383 00

DESCRIPTION OF TRACK TOOLS, ETC.

Water tanks in Louisiana, 20; value, \$16,000.00. Pump houses, in Louisiana, 20; value, \$4,000.00. All apportioned to Louisiana.

MISCELLANEOUS.

Office furniture, \$4,000.00. Total, \$4,000.00.

DESCRIPTION AND VALUE OF REAL ESTATE IN LOUISIANA.

Acres of land, value, \$2,835.00. Town lots, value, \$387,840.00. Buildings, value, \$214,087.00. Other improvements, value, \$225,000.00. Total value, \$829,762.00.

GROSS EARNINGS.

Total length of entire line, 1492 miles. Length in Louisiana, 358.69. Freight, \$5,861,532.32. Passenger, \$1,790,852.47. Express, \$151,038.19. Mail, \$265,042.72. Other sources, \$161,197.53. Total, \$8,251,810.73. Proportion of gross earnings for Louisiana, Freight, \$2,100,140.15. Passenger, \$390,350.19. Express, \$52,267.87. Mail, \$55,003.68. Other sources, \$69,154.77. Total for Louisiana, \$2,671,341.66. Number of tons of freight carried in Louisiana, 183,745.820. Amount received per ton per mile in Louisiana, \$.0114. Number of miles run by freight trains in Louisiana, 617,877. Number of passengers carried one mile in Louisiana, 15,705,771. Amount received per passenger per mile in Louisiana, \$.02485. Number of miles run by passenger trains in Louisiana, 498,713. Average distance each ton of freight was hauled in Louisiana, 15.973. Average cost of hauling a ton of freight in Louisiana, \$1.0012. Average distance traveled by each passenger in Louisiana, 44.69. Average cost of carrying each passenger in Louisiana, \$1.0709.

EXPENSES, (Entire Line.)

Maintenance of way and structure, \$1,391,398.15. Maintenance of equipment, \$806,894.12. Conducting transportation, \$3,227,328.23. General expenses, \$276,097.90. Total expenses, entire line, \$5,701,718.40.

EXPENSES. (Louisiana.)

Maintenance of way and structures, \$337,740.91. Maintenance of equipment, \$216,479.70. Conducting transportation, \$882,792.86. General Expenses, \$89,772.45. Total expenses for Louisiana, \$1,526,785.92.

GENERAL EXHIBIT. (Entire Line.)

Total gross earnings, \$8,251,810.73. Total expenses, taxes and net charges to income, \$6,602,619.52. Net earnings, \$1,622,614.21. Interest accruing during the year, \$1,285,538.33. Interest paid during the year, \$1,287,790.00.

INCOME ACCOUNT.

Income from earnings.....	\$8,251,810 73
Income from other sources.....	96,231 45
Total income from all sources.....	\$8,348,042 18
Total income apportioned to Louisiana.....	415,473 26

GENERAL BALANCE SHEET.

Debits	Amount	Credits	Amount
Cost of road and equipment	\$80,688,700 06	Capital stock.....	\$38,720,280 00
General assets	420,909 99	Funded debt	53,701,736 40
Bonds and stock owned	8,762,520 37	Current liabilities.....	24,829 76
Cash and operating assets	1,210,316 52	Accrued interest not due	156,778 33
Other assets.....	3,804,567 87	Estimated taxes	98,055 32
		Income account to balance	1,385,175 00
Total.....	\$94,886,854 81	Total.....	\$94,886,854 81

IMPROVEMENTS MADE DURING YEAR.

Louisiana cut-off—Reisor to State line, \$161,693.97.

LEASES.

Lease from V. S. & P. Railway for track between State line and Shreveport Junction, expires by limitation January 1, 1899, and this company commenced using its own track. Lease to Southern Pacific Company (Atlantic system) joint use of track between Alexandria and Cheneyville, La.

Amount expended for new rolling stock during the year, \$187,076.26. Proportion to Louisiana, \$127,181.19.

ACCIDENTS.

Passengers, Killed, 2; employees, killed 1; others, killed, 14. Passengers, injured, 1; employees, 16; others injured, 10.

ANNUAL REPORT.

OF THE

Vicksburg, Shreveport and Pacific Railroad Company,

TO THE

RAILROAD COMMISSION OF LOUISIANA.

For the year ending June 30, 1899.

Length, 170.69 miles. Shreveport to Delta.

OFFICERS.

C. C. Harvey, New Orleans, La., President. Charles Schiff, London, England, Vice President. D. Graff, New York City, Secretary. John F. Brent, New Orleans, La., Treasurer. C. C. Harvey, New Orleans, La., General Manager. E. Ford, Vicksburg, Miss., General Superintendent. George H. Smith, New Orleans, La., General Passenger Agent. T. F. Steele, New Orleans, La., General Freight Agent. Larz A. Jones, New Orleans, La., Auditor. H. H. Hall, New Orleans, La., General Counsel. L. W. Stubbs, Vicksburg, Miss., Chief Engineer. F. Y. Anderson, Birmingham, Ala., Land Commissioner.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
G. T. Bonner.....	New York City.....	October 2, 1899
Frank S. Bond.....	New York City.....	October 2, 1899
D. Graff	New York City.....	October 2, 1899
C. C. Harvey	New Orleans, La	October 2, 1899
F. L. Maxwell	Mounds, La.	October 2, 1899
Charles Schiff	London, Eng.....	October 2, 1899
George A. Strong	New York City.....	October 2, 1899
George C. Waddell.....	Chicago, Ill.....	October 2, 1899

Total number of stockholders at date of last election, 16. Date of last meeting of stockholders for election of officers, October 3, 1898. Postoffice address of general office, 833 Gravier Street, New Orleans, La. Postoffice address of general office in Louisiana, 833 Gravier Street, New Orleans, La. Officers connected with the general office in Louisiana, all except the Vice President.

CAPITAL STOCK.

Number of shares, 1,650. Amount of common stock, \$1,650,000.00. Total amount of stock paid in, \$1,601,500.00. Amount of stock owned by residents of Louisiana, \$1,000.00.

DESCRIPTION OF BONDED DEBT.

First mortgage not subject to prior lien, par, \$106,000.00. Prior lien bonds, par, \$1,323,000.00. First mortgage subject to prior lien, (35 cents), \$3,894,000.00. Third mortgage and land grant bonds, (8 1-2 cents), \$1,755,375.00. Income bonds, 6 per cent, worthless, \$127,000.00. Income bonds, 4 per cent, worthless, \$494,860.00. Total, \$7,700,235.00. Market value of bonded debt, \$2,941,106.88.

DESCRIPTION OF FLOATING DEBT.

Audited vouchers and accounts, \$156,076.30. Wages and salaries, \$21,688.57. Net traffic balances, \$30,919.78. Matured interest coupons unpaid, \$3,153,045.38. Total, \$3,355,730.03.

Less cash in hand in bank, \$163,549.12. Agents, \$26,403.12. Companies and individuals, \$11,566.34. Total, \$201,518.58.

Amount of floating debt, \$3,154,211.45. Amount of funded debt, \$7,700,235.00. Amount of assets, exclusive of road and equipments, \$284,839.61. Amount liabilities, exclusive of stocks and bonds, \$3,368,960.03. Estimate value of road-bed, including track, buildings, bridges and right of way, as fixed by Board of Appraisers, \$6,600.00 per mile main track and \$1,650.00, per mile, siding.

DESCRIPTION OF ROAD.

Total length, single main track in Louisiana, operated, 170.69 miles. Wascom extension, not operated, 17.72 miles. Total length of sidings in Louisiana, 29.36 miles. Total miles of road ballasted with stone, gravel or sand, 29.8; cost, \$22,240.48. Total miles of steel rails laid during the year, 1.8 miles; cost, \$947.88. Total miles of track fenced during year, 7.9; cost, \$1,478.78. There are five grade crossings in Louisiana. All trains stop before crossing other railroads at grade at a distance not exceeding 200 feet from the same and must not proceed until the way is known to be clear. There are 214 highway crossings, including 26 on the Wascom extension. Nine bridges, 2 of which are wooden; 4 iron; 1 draw, and 1 span bridge. 170.69 miles of road are laid with 60 lb. steel rails, and 52 miles ballasted with gravel.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 16; value, \$40,00.00. Passenger cars, value, \$16,900.00. Officers' cars, 1; value, \$2,000.00. Combination cars, 2; value, \$3,600.00. Baggage cars, 3; value, \$3,000.00. Caboose, 6; value, \$1,500.00. Closed freight cars, 371; value, \$70,490.00. Flat cars, 163; value, \$21,190.00. Gondola cars, 95; value, \$12,350.00. Stock cars, 34; value, \$6,460.00. Construction cars, 7; value, \$2,500.00. Pile drivers, 1; value, \$300.00. Wrecking cars, 1; value, \$1,000.00. Total cars, all classes, 711; value, \$181,390.00, all apportioned to Louisiana.

DESCRIPTION OF TRACK TOOLS, ETC.

Wheelbarrows, 29; value, \$14.50. Shovels, 240; value, \$60.00. Picks, 130; value, \$32.50. Scales, 2; value, \$200.00. Water tanks and pump houses, 10; value, \$3,100.00. Engineers instruments, value, \$300.00. Shop tools, value, \$500.00. Total value, \$8,707.00, all apportioned to Louisiana.

DESCRIPTION AND VALUE OF REAL ESTATE IN LOUISIANA.

Acres of land, acquired under grants, 190,269; value, \$190,269. Town lots, (Terminals at Delta, Monroe and Shreveport) value, \$41,850.00. Buildings, (Depots, section houses and lots) value, \$15,765.00. Total, \$247,884.00.

MISCELLANEOUS.

Miles of Telegraph, 96. (Value included in road.) Steel rails, 248 tons; value, \$5,183.21. Total value, \$5,183.21.

GROSS EARNINGS. (Entire Line).

(Total length, 170.69 miles, all in Louisiana.)

Freight, \$402,538.72. Passenger, \$154,797.32. Express, \$12,000.00. Mail, \$23,861.54. Telegraph, \$1,967.12. Other sources, \$73,017.72. Total, \$668,182.42. All earnings apportioned to Louisiana.

Number of tons of freight carried one mile in Louisiana, 26,020,977. Average amount received per ton per mile, .0154. Number of miles run by freight trains in Louisiana, 135,672. Number of passengers carried one mile in Louisiana, 6,031,114. Average amount received per passenger per mile in Louisiana, .0256. Number of miles run by passenger trains in Louisiana, 131,866. Average distance each ton of freight was hauled in Louisiana, 95.28 miles. Average distance traveled by each passenger in Louisiana, 37.67 miles.

EXPENSES ON ENTIRE LINE. (All in Louisiana.)

Total, 435,321.48, all apportioned to Louisiana, of which \$163,875.30, is estimated as operating expenses; \$164,335.73, for repairs of road, renewals of track, bridges, and maintenance of way; \$82,456.54 for motive power and cars, and \$24,653.91. for "other expenses."

GENERAL EXPENSES.

Total gross earnings, \$668,182.42. Total expenses, (including taxes, \$34,223.77.) \$469,545.25. Net earnings, \$198,637.17. Interest accruing during year, \$409,527.60. Interest paid during year, \$191,192.51. Interest on funded debt, \$409,527.60.

INCOME ACCOUNT.

Income from earnings, \$668,182.42. Income from other sources, \$10,748.84. Total income from all sources, \$678,931.26. All apportioned to Louisiana.

GENERAL BALANCE SHEET.

Debits	Amount	Credits	Amount
Cost of road and fixtures.....	\$10 252,891 81	Capital stock.....	\$ 1,601,500 00
Cash and current assets.....	201,518 58	Funded debt.....	7,700,235 00
Material and supplies..	43,668 28	Current liabilities	3,355,730 03
Miscellaneous	39,652 75	Accrued bond issue, not yet due.....	13,230 00
Profit and loss.....	2,843,115 61	Proceeds of land sales..	710,152 00
Total	\$13,380,847 03	Total.....	\$13,380,847 03

EXTENSIONS AND IMPROVEMENTS MADE DURING YEAR.

Bridges, \$13,408.48. Buildings, \$2,702.20. Ballasting, \$22,280.48. Fencing, \$1,478.78. Filling trestles, \$4,758.63. Widening slopes, \$868.64. Additional sidings, \$12,609.02. Rolling stock, \$3,032.37. Total, \$61,138.60.

CONTRACTS WITH OTHER ROADS.

St. Louis Southwestern use Red River bridge at 1-2 cent per 100 lbs, on freight and 10 cents per passenger. The Shreveport & Red River Valley Railway use Red River bridge at \$2.00 per loaded car.

LEASES.

Lease surrendered by the Texas and Pacific Railway on January 1st, 1889, of the Wascom Extension, being the line from Shreveport La., to Wascom, Texas, since that date the line has been idle.

The contracts with the St. Louis Southwestern Railway and the S. and R. R. V. Ry., for use of the Red River Bridge, were renewed during the year.

ACCIDENTS DURING THE YEAR.

Killed, 3, trespassers. Injured, 23, employees, 3 passengers, 2 trespassers.

ANNUAL REPORT
OF THE
Yazoo and Mississippi Valley Railroad Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA.

For the year ending June 30, 1899.

Total length, 969.13 miles. Length in Louisiana, 170.20 miles.

OFFICERS.

President, Stuyvesant Fish, New York City; Vice President, John C. Welling, Chicago; Second Vice President, J. J. Harahan, Chicago; Secretary, A. G. Hackstaff, New York City; Treasurer, E. F. H. Gibson, New York City; Assistant Second Vice-President, J. F. Wallace, Chicago; General Superintendent, A. W. Sullivan, Chicago; General Passenger Agent, A. H. Hanson, Chicago; General Freight Agent, F. B. Bowes, New Orleans; General Counsel, B. F. Ayer, Chicago; General Solicitor, J. Fentress, Chicago; Chief Engineer, D. Sloan, Chicago; Superintendent of Telegraph, G. M. Dugan, Chicago; General Agent, H. C. Leake, New Orleans, La.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
Stuyvesant Fish.....	New York City.....	October, 1899
A. Baldwin.....	New York City.....	October, 1899
Wm. C. Craig.....	Yazoo City, Miss.....	October, 1899
C. A. Peabody, Jr.....	New York City.....	October, 1899
J. W. Auchincloss.....	New York City.....	October, 1900
W. Luttgen.....	New York City.....	October, 1900
E. H. Harriman.....	New York City.....	October, 1900
J. F. Harahan.....	Chicago.....	October, 1900
J. M. Edwards.....	New York City.....	October, 1900
W. B. Mallory.....	Memphis, Tenn.....	October, 1900
John C. Welling.....	Chicago.....	October, 1900
Charles M. Beach.....	Hartford, Conn.....	October, 1900

Total number of stockholders at date of last election, 14.
 Date of last meeting of stockholders for election of officers, October 5, 1898. Postoffice address of General Office, Memphis, Tenn. General office in Louisiana, New Orleans, La. Officers connected with General Office in Louisiana, H. C. Leake,

General Agent, A. S. Charles, Local Treasurer, F. B. Bowes,
General Freight Agent.

CAPITAL STOCK.

	Number of shares, 61,684.	
Amount of stock.....		\$6,168,400 00
Total amount of stock paid in		6,168,400 00

DESCRIPTION OF BONDED DEBT.

First mortgage gold, five per cent bonds.....	\$ 2,800,000 00
First mortgage L. N. O. & F., four per cent bonds.....	16,320,000 00
Second mortgage income, five per cent bonds.....	9,104,000 00
Income bonds six per cent non-cumulative.....	10,000,000 00
Gold improvement bonds, four per cent.....	3,324,000 00
Total.....	\$42,060,000 00

Amount of funded debt, \$42,060,000. Amount of current assets, \$318,215.68. Amount of current liabilities, \$555,758.19.

DESCRIPTION OF ROAD.

Total length of single main track, 969.13 miles. Total length of single main track in Louisiana, 170.20. Total length of sidings, 193.46. Total length of sidings in Louisiana, 50.85. Total miles of road ballasted during year, 3.37 miles. Cost, \$5,826.25. Total miles of steel rails laid in Louisiana during year, 2.76 miles, (751b). Cost, \$3,776.53. Number of miles of road ballasted with stone, 69.99. Number of miles ballasted with gravel, 16.01. Number of miles of steel rails, and weight of same, 170.20 miles, 75 lb., 61 1-2 lb., 60 lb., 56 lb. Number of miles of track fenced, 78.67.

ROLLING STOCK.

Locomotives, 105. Passenger cars, 46. Officers' cars, 3. Combination cars, 9. Baggage cars, 18. Caboose, 61. Box cars, 2,330. Flat cars, 493. Gondola cars, 346. Stock cars, 48. Wrecking cars, 2. Pile drivers, 3. Track layers, 1. Other rolling stock, 2. Total cars in service, 3,467. Value, \$984,375.00. Proportion for Louisiana, assessed at \$178,515.00.

REAL ESTATE.

Assessed at \$259,590.

EARNINGS, ETC., FROM ALL LINES.

Number of employees in Louisiana, 565. Amount of gross receipts on all lines in Louisiana during the year, \$982,580.25. Amount of expenses on all lines in Louisiana during the year, \$1,113,948.33. Of the latter sum, \$887,666.27 is estimated as operating expenses; \$241,674.64 for "repairs of road, renewal

of bridges and maintenance of way;" \$172,152.89 for other improvements; \$117,713.98 for "motive power and cars;" \$98,751.22 for "other expenses."

GROSS RECEIPTS FOR LINES SOUTH OF VICKSBURG, MISS.

Freight, \$1,383,321.80. Passenger, \$338,845.85. Express \$27,000.00. Mail, \$46,415.01. Telegraph, \$2,269.58. Other sources, \$77,741.52. Total, \$1,876,593.76. Proportion of gross receipts for Louisiana \$982,580.25.

EXPENSES FOR LINES SOUTH OF VICKSBURG, MISS.

Maintenance of way and structures, \$402,791.06. Maintenance of equipment, \$196,189.96. Conducting transportation, \$806,093.01. Other expenses, \$268,835.66. Total, \$1,673,909.69. Taxes, \$58,158.63. Total including taxes, \$1,730,068.32. Proportion of expenses for Louisiana, \$1,113,948.33, apportioned as shown above under heading, "Earnings, etc., from all lines."

GENERAL EXHIBIT.

(Mileage of road operated covered by this exhibit, 969.13.)

Total gross receipts	\$1,576,349 72
Total expenses	3,319,015 47
Net receipts	\$1,257,334 25
Interest accruing during year	\$1,371,880 00
Interest paid during year	1,371,880 00
Interest on funded debt	1,371,880 00

INCOME ACCOUNT.

Income from receipts	\$1,257,334 25
Income from other sources	267 28
Total income from all sources	\$1,257,601 53
Deficit	131,368 08

**GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1899.**

Debits	Amount	Credits	Amount
Cost of road and fixtures	\$49,354,782 23	Capital stock.....	\$ 6,168,400 00
Cash and current assets	318,215 68	Funded debt	42,060,000 00
Material and supplies..	267,184 07	Current liabilities.....	555,758 19
		Accrued interest on funded debt not yet payable.....	224,426 67
		Profit and loss.....	931,597 12
Total.....	\$49,940,181 98	Total.....	\$49,940,181 98

ACCIDENTS.

Killed, employees, 1; others, 6; Total killed, 7. Injured, passengers, 1; employees, 3; others, 6. Total injured, 10.

APPENDIX "F."

ANNUAL REPORTS OF STEAMBOATS

TO THE

Railroad Commission of Louisiana,

FOR THE YEAR 1899.

ANNUAL REPORT
OF THE
STEAMER "AMERICA,"
TO THE
RAILROAD COMMISSION OF LOUISIANA.

For the year ending June 30, 1899.

OPERATING EXPENSES OF STEAMER "AMERICA."

GENERAL EXPENSES—

Including salaries of captain, clerks, pilots, mates, engineers
and crew, roustabouts, and all other employees\$31,157 30

OTHER EXPENSES—

Amount paid for fuel 7,194 15
Amount paid for insurance..... 3,900 00
Amount paid for all other expenses..... 17,203 84

Total.....\$59,360 19

GENERAL EXHIBIT.

Total gross earnings..... \$62,995 50
Total expenses..... 59,360 19

Net earnings.....\$ 3,635 31

The cost of boat and fixtures is given at \$41,000.00. (Estimated.)

ANNUAL REPORT.
OF THE
BATON ROUGE & BAYOU SARA PACKET COMPANY.
TO THE
RAILROAD COMMISSION OF LOUISIANA.

For the year ending June 30, 1899.

OFFICERS.

President, Ben R. Mayer, Baton Rouge, La. Vice President, H. Wilkinson, Port Allen, La. Secretary, A. D. Barrow, Port Allen, La.; Treasurer, Joe Mendelsohn, Baton Rouge; Captain, J. H. Mossop.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of term
Ben R. Mayer.....	Baton Rouge, La.....	Not given.....
H. Wilkinson	Port Allen, La	Not given.....
A. D. Barrow	Port Allen, La.....	Not given.....
Joe Mendelsohn.....	Baton Rouge, La	Not given.....
H. W. Seese..	Baton Rouge, La.	Not given.....

Total number of stockholders at date of last election. 6.
 General office, Baton Rouge, La.

EQUIPMENT.

Name of Boat	Operates From	To	Miles	No. of Trips
Julien Poydras	Baton Rouge.	Bayou Sara	....	Daily trips, 6 times a week.

CAPITAL STOCK.

Number of shares issued, 194. Number of shares to be issued, 36.
 Amount of common stock issued\$19,400 00
 Amount of common stock to be issued..... 360 00

FLOATING DEBT.

Notes not due and open account.....\$13,736 11
 Amount of assets 27,177 52

GROSS EARNINGS.

1895	
July	\$1,510 10
August	1,337 60
September	2,061 16
October	1,039 30
November	2,600 70
December	2,554 05
1899	
January	4,297 09
February	2,500 49
March	2,619 19
April	2,162 70
May	2,985 10
June	2,078 90
Total	\$28,389 48

OPERATING EXPENSES OF STEAMER "JULIAN
POYDRAS."

GENERAL EXPENSES—

Including salaries of captain, clerks, pilots, mates, cooks, boatswains and all other employees	\$10,343 61
Amount paid for fuel	5,411 50
Amount paid for insurance	1,470 00
Amount paid for all other expenses	13,048 25
Total	\$31,238 36

GENERAL EXHIBIT.

Total gross earnings	\$28,389 48
Total expense	31,238 36
Net deficit	\$ 2,849 00

INCOME ACCOUNT.

Total income from all sources	\$28,389 48
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The Baton Rouge and Bayou Sara Packet Company was incorporated in the Town of Baton Rouge, Louisiana, March 15, 1898. Its steamer plies on the Mississippi River from Baton Rouge to Bayou Sara, 36 miles.

ANNUAL REPORT.
OF THE
STEAMBOAT "CHICKASAW,"
TO THE
RAILROAD COMMISSION OF LOUISIANA.

For the year ending June 30, 1899.

OFFICERS.

J. J. Dodd, Master, New Orleans, La. Leonard Noyes,
Clerk, New Orleans, La.

STATEMENT OF RECEIPTS AND EXPENDITURES.

GROSS RECEIPTS—

Freight	\$69,324 75
Passage	1,491 25
Bar rent	632 00
Total	\$71,948 00

EXPENDITURES—

Fuel	\$ 7,934 75
Stores	6,460 35
Wages	34,154 50
Expense	15,464 55
Repairs	7,317 30
Insurance	1,020 00

Total\$72,351 45

Losses 407 45

The steamer "Chickasaw" is registered in New Orleans. Home port, Brashear, La. This steamer plies 80 miles on the Mississippi River to Donaldsonville, and 32 miles on Bayou Lafourche to Thibodaux.

ANNUAL REPORT.

OF THE

STEAMER "CITY OF CAMDEN,"

TO THE

RAILROAD COMMISSION OF LOUISIANA.

For the year ending June 30, 1899.

OFFICERS.

Agent, Lord & McPeake, New Orleans, La. Captain J. W. Carlton.

EQUIPMENT.

Name of Boat	Operates From	To	Miles	No. of Trips
City of Camden	New Orleans....	Onachita River, Points, Camden Ark., and below.	Estimated 1400	30 round trips

Amount of assets.....	\$59 799 32
Amount of liabilities.....	59,038 44
Gross earnings	57,725 60
Operating expenses (total)	10,014 19

The cost of the boat and fixtures is shown as \$21,931.00.

ANNUAL REPORT.

OF THE

INTERSTATE TRANSPORTATION COMPANY,

TO THE

RAILROAD COMMISSION OF LOUISIANA.

For the year ending June 30, 1899.

OFFICERS.

President, S. V. Fornaris. Vice President and General Manager, J. V. Higbee. Secretary and Treasurer, H. R. Higbee. General Traffic Manager, J. Edward Crusel.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
S. V. Fornaris	New Orleans, La.	May, 1900
J. V. Higbee	New Orleans, La.	May, 1900
J. H. Menge	New Orleans, La.	May, 1900
Jonas H. Levy	New Orleans, La.	May, 1900
J. Edward Crusel	New Orleans, La.	May, 1900

Total number of stockholders at date of last election, 18. Date of last meeting of stockholders for election of officers, May, 1899. Postoffice address of General Office, New Orleans, La.

EQUIPMENT.

Name of Boat	Operates From	To	No. of Trips
Alarm	Gretna .....	.....	4
Crescent	Gretna .....	.....	10
Henry Marx	Gretna .....	.....	6
Thos. A. Hendriks	Gretna .....	.....	1

Barges, "Hardtimes," "Concordia," "Sunnyside," "Bayou Sara," "A. P. Shinkle," "Lylla W," "Francisk," "Bel Aire," "Wilton," "Leota," "Charlie," "Fleta," "Climax," "Eddy,"

"Danube," "Mohave," "Vintah," "Pinta," "Fred," "McKinley,"
 "Tam," "Harber Barges," "Williamson," "Van S. 4," "Madisonville."

CAPITAL STOCK.

Number of shares, 3000.

Total amount of stock paid in	\$215,200 00
Amount of stock owned by residents of Louisiana	215 500 00
Total cash paid to company on account of original capital stock.	215,200 00

GROSS EARNINGS.

1898 July, August and September, "in the hands of receiver "	
October	\$ 2,415 09
November	8,703 77
December	17,731 32
1899	
January	33,082 52
February (all boats out)	
March	18,493 89
April	15,338 06
May	15,839 02
June	12,221 21
Total	\$123,824 89

OPERATING EXPENSES OF STEAMER "ALARM."

GENERAL EXPENSES—

Including salaries of captains, clerks, pilots, mates, cooks,
 chambermaids, roustabouts and all other employees.....\$12,209 88

OTHER EXPENSES—

Amount paid for miscellaneous.....	109 19
Amount paid for fuel	4,142 21
Amount paid for repairs	1,968 49
Amount paid for insurance.....	765 00
Amount paid for all other expenses	10,135 18
Total.....	\$29,329 95

OPERATING EXPENSES OF STEAMER "CRESCENT."

GENERAL EXPENSES—

Including salaries of captains, clerks, pilots, mates, cooks,
 chambermaids, roustabouts and all other employees.....\$13 382 25

OTHER EXPENSES—

Amount paid for miscellaneous.	207 81
Amount paid for fuel	7,542 89
Amount paid for repairs	1,193 80
Amount paid for insurance.....	1,145 00
Amount paid for stationery and printing.....	10 60
Amount paid for other expenses.....	3 323 29
Total.....	\$26,115 64

OPERATING EXPENSES OF STEAMER "HENRY MARX."

GENERAL EXPENSES—

Including salaries of captains, clerks, pilots, mates, cooks,
chambermaids, roustabouts and all other employees.....\$14,119 63

OTHER EXPENSES—

Amount paid for miscellaneous.....	277 55
Amount paid for fuel	6,110 94
Amount paid for repairs	716 20
Amount paid for insurance.....	1,205 70
Amount paid for stationery and printing.....	6,691 35

Total.....\$29,161 41

OPERATING EXPENSES OF STEAMER "CHAS. A. HENDRICKS."

GENERAL EXPENSES—

Including salaries of captains, clerks, pilots, mates, cooks,
chambermaids, roustabouts and all other employees.....\$ 5,079 67

OTHER EXPENSES—

Amount paid for miscellaneous.....	182 29
Amount paid for fuel	2,009 10
Amount paid for repairs	1,270 30
Amount paid for insurance.....	734 50
Amount paid for all other expenses	2,083 12

Total.....\$13,358 96

OPERATING EXPENSES OF STEAMER "RESOLUTE."

GENERAL EXPENSES—

Including salaries of captains, clerks, pilots, mates, cooks,
chambermaids, roustabouts and all other employees.....\$ 2,931 80

OTHER EXPENSES—

Amount paid for miscellaneous.....	73 10
Amount paid for fuel	1,592 10
Amount paid for repairs.....	53 12
Amount paid for insurance.....	307 00
Amount paid for all other expenses	2,659 90

Total.....\$ 7,617 02

GENERAL EXHIBIT.

Total gross earnings.....	\$123 824 88
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Total expenses.....	106,283 00
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Net earnings\$ 17,541 88

Interest paid during year.....	\$ 5,408 50
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INCOME ACCOUNT.

Income from earnings.....	\$ 17,541 88
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Deficit from other sources	35,054 71
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Total deficit from all sources.....\$ 17,512 83

**GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1899.**

Debits	Amount	Credits	Amount
Cost of boats and barges.....	\$149,816 40	Capital stock.....	\$215,200 00
Cost of fixtures.....	14,661 74	Mortgage notes.	74,127 62
Cash.....	404 94	Bills payable.....	26,791 75
Stock.....	250 00	Reserves.....	3,791 52
Supplies.....	6,945 02	Accounts payable....	28,886 96
Unexpired insurance.....	3,454 68		
Bills and accounts receivable..	61,333 52		
Other sources, (for balance)...	111,881 55		
Total.....	\$348,797 85	Total.....	\$348,797 85

The Interstate Transportation Company was incorporated in New Orleans, Louisiana, June 6, 1887. The boats of the company traverse the Mississippi River, for 759 miles, The Arkansas River for about 850 miles, the White River for about 900 miles, the Yazoo River for about 600 miles, the Tallahatchie River for about 600 miles, the Sunflower River for about 650 miles, the Ouachita River for about 700 miles, the Red River, (to Alexandria,) about 370 miles, and the Atchafalaya River Bayou Teche, Bayou Vermilion, and Bayou Terrebonne, between 400 and 500 miles from New Orleans by water.

ANNUAL REPORT.

OF THE

LAFOURCHE PACKET COMPANY,

TO THE

RAILROAD COMMISSION OF LOUISIANA.

For the year ending June, 30, 1899.

OFFICERS.

General Manager, P. A. Charlet. Secretary, Edware Nicole,
Agent, Ben Rivet. Captain, P. A. Charlet.

ORGANIZATION.

P. A. Charlet, Manager, New Orleans, La. Expires February 19, 1900.

Total number of stockholders at date of last election, 6.
Date of last meeting of stockholders for election of officers,
February 19, 1897. General office, 532 Gravier Street, New
Orleans, La. Officer connected with office in New Orleans,
B. Rivet, Agent.

EQUIPMENT.

Name of Boat	Operates From	To	Miles	Number of Trips
Lafourche....	New Orleans, La..	Thibodaux, La..	118	2 trips per week

CAPITAL STOCK.

Number of shares, 46.

Total amount of stock paid in.....	\$4,600 00
Amount of stock owned by residents of Louisiana	4,600 00
Total cash paid to company on account of original capital stock...	4,600 00

OPERATING EXPENSES OF STEAMER "LAFOURCHE."

Fuel.....	\$10 932 50
Wages.....	41,768 44
Stores.....	8,131 06
Expense.....	19 380 33
Repairs	1,103 70
Insurance	1 275 00
Total.....	\$85,591 03

RECEIPTS OF STEAMER "LAFOURCHE."

Freight.....	\$94,381 31
Passengers	3,096 00
Total.....	<u>\$97,477 31</u>

GENERAL EXHIBIT.

Total gross earnings.....	\$97,477 31
Total expenses.....	<u>85,591 03</u>
Net earnings	\$11,886 28
Dividends declared during year, including earnings of previous year.....	<u>\$13,000 00</u>

The Lafourche Packet Company is incorporated under the laws of the State of Mississippi, at Bay St. Louis, Mississippi. The boat of this company plies 80 miles on the Mississippi River, and about 38 miles on Bayou Lafourche. This company has a contract with the steamer Chickasaw, which expires October 21, 1899.

ANNUAL REPORT.

OF THE

LOCKPORT AND RACELAND FLATBOAT LINE,

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

OFFICERS.

Frank Barker, proprietor, office 523 Decatur street New Orleans, La. General Manager, Jos. N. Bourgeois. General office, New Orleans, La.

EQUIPMENT.

Name of Boat	Operates From	To	Miles	No of Trips
Wego	Raceland	Cut Off	25	Twice a week
Lockport	Raceland	Cut Off	25	Twice a week
White Bean	Raceland	Lockport	7	Daily
Rebecca	Raceland	Lockport	7	Daily

The owner of this line acts as agent for the Southern Pacific Company, receiving one-third of the rate charged by the Southern Pacific Company to points reached by it.

EARNINGS.

Total amount received for the year ending June 30, 1899. through business	\$18 770 49
Amount received from local business	2,681 68
Total	\$21,452 17

GENERAL EXHIBIT.

Total gross earnings	\$21,452 17
Total expenses	20,462 04
Net earnings	\$ 990 13

ANNUAL REPORT
OF THE
LOWER COAST PACKET,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1893.

OFFICERS.

Agent, Paul F. Reynaud. Captain, C. S. Kouns. General office, New Orleans, Louisiana, head of Conti Street.

EQUIPMENT.

Name of Boat	Operates From	To	Miles	Number of Trips
Louise	New Orleans....	New Canal..	98	Three per week
Cleveland	New Orleans....	New Canal..	98	Three per week
Neptune.....	New Orleans....	New Canal..	98	Three per week

The boats of the company only run one at a time, and not regularly.

GENERAL EXHIBIT.

Total gross earnings.....	\$70,453 99
Total expenses.....	58,371 28

Net earnings.....	\$12,082 71
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(This exhibit covers a period from April 1st, 1892, to June 30th, 1899, or about 15 months.)

The cost of the boats of the company amounted to \$28,500.00. The capital stock of the company is reported as \$28,500.00.

ANNUAL REPORT.

OF THE

MEMPHIS AND CINCINNATI PACKET COMPANY,

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

OFFICERS.

President, F. A. Laidley. General Superintendent, R. W. Wise. Secretary, Geo. P. Quiggin. Treasurer, F. A. Laidley. Agent at Cincinnati, J. C. Dorman.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
F. A. Rothier	Cincinnati, O.....	January, 1900
M. Ryan	Cincinnati, O.....	January, 1900
J. D. Parker	Cincinnati, O.....	January, 1900
R. W. Wise.....	Cincinnati, O.....	January, 1900
F. A. Laidley	Cincinnati, O.....	January, 1900

EQUIPMENT.

NAME OF BOATS.

John C. Speed, State of Kansas, Buckeye State, New South

CAPITAL STOCK.

Number of shares, 1,500.

Amount of common stock.....	\$150,000 00
Total amount of stock paid in	150,000 00
Assets, (Estimated)	\$100,000 00

OPERATING EXPENSES OF STEAMER "BUCKEYE STATE."

GENERAL EXPENSES—

Including salaries of captains, clerks, pilots, mates, cooks, chambermaids, roustabouts and other employees.....\$19,282 20

OTHER EXPENSES—

Amount paid for miscellaneous	25,409 27
Amount paid for fuel	11,655 48
Amount paid for repairs	5,110 61
Amount paid for insurance	3,240 00
Amount paid for stationery and printing.....	128 43

Total\$64,226 99

OPERATING EXPENSES OF STEAMER "JOHN K. SPEED."

GENERAL EXPENSES—

Including salaries of captains, clerks, pilots, mates, cooks, chambermaids, roustabouts, and all other employees.....\$25,619 20

OTHER EXPENSES—

Amount paid for miscellaneous	29,867 00
Amount paid for fuel	13,243 95
Amount paid for repairs	22,675 11
Amount paid for insurance	6,242 07
Amount paid for stationery and printing.....	135 13

Total.....\$97,722 46

OPERATING EXPENSES OF STEAMER "NEW SOUTH."

GENERAL EXPENSES—

Including salaries of captains, clerks, pilots, mates, cooks, chambermaids, roustabouts, and all other employees\$14,411 93

OTHER EXPENSES—

Amount paid for miscellaneous	11,9 9 29
Amount paid for fuel	7,133 61
Amount paid for repairs	5,004 65
Amount paid for insurance	2,905 41
Amount paid for stationery and printing.....	124 22

Total\$41,499 14

OPERATING EXPENSES OF STEAMER "STATE OF KANSAS."

GENERAL EXPENSES—

Including salaries of captains, clerks, pilots, mates, cooks, chambermaids, roustabouts, and all other employees.....\$19,983 35

OTHER EXPENSES—

Amount paid for miscellaneous	26,508 32
Amount paid for fuel	12,305 10
Amount paid for repairs	4,127 09
Amount paid for insurance	6 242 07
Amount paid for stationery and printing.....	125 27

Total\$67,291 20

GENERAL EXHIBIT.

Total net earnings are shown as	\$ 4,807 15
Total expenses, (repair, and insurance not deducted from earnings) are shown as	33,143 09
Loss during year is shown as	\$18,335 94

The Memphis, New Orleans & Cincinnati Packet Company is incorporated at Covington, Kentucky. The boats of the Company ply between Cincinnati, Ohio and New Orleans, Louisiana, traversing the Ohio River for 500 miles, and the Mississippi River for 1,013 miles.

ANNUAL REPORT.
OF THE
MISSISSIPPI PACKET COMPANY,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1899.

OFFICERS.

President, J. B. Woods. Vice President, J. H. Menge.
General Manager, J. B. Woods. Secretary and Treasurer,
John T. Hall. Agents, J. B. Woods and Walter J. Comeaux.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
J. B. Woods	207 Tchoupitoulas street, New Orleans, La	June 30, 1900
J. H. Menge	New Orleans, La	June 30, 1900
B. H. Menge	New Orleans, La	June 30, 1900
W. G. Coyle	321 Carondelet street, New Orleans, La....	June 30, 1900
Chas. G. Coyle....	321 Carondelet street, New Orleans, La....	June 30, 1900
R. W. Wilmot.....	211 Delta street, New Orleans, La	June 30, 1900
Wm. Campbell....	2512 St. Charles Avenue, New Orleans, La.	June 30, 1900

Date of last meeting of stockholders for election of officers, June 12, 1899. Postoffice address of general office, Pass Christian, Miss. General office in Louisiana, 207 Tchoupitoulas Street, New Orleans, La.

EQUIPMENT.

Names of Boats	Operates From	To	Miles	No. of Trips
Imperial	New Orleans..	Bayou Sara ..	165	Semi-weekly ..
St. James	New Orleans ..	New Hope....	85	Tri-weekly....
Mabel Comeaux..	New Orleans..	New Hope....	85	Tri-weekly....
Whisper.....	New Orleans ..	New Hope....	85	Tri-weekly....
St. John.....	New Orleans..	New Hope....	85	Tri-weekly....
Jesse K. Bell.....	Not running ..			

CAPITAL STOCK.

Number of shares, 500.

Total amount of stock paid in.\$50,000 00

GROSS EARNINGS.**FREIGHT AND PASSAGE—**

Steamer Imperial.....	\$119,464 80
Steamer St. James.....	75,912 59
Steamer Mabel Comeaux.....	48,818 81
Steamer Whisper.....	36,756 88
Steamer St. John.....	26,222 07

Total.....\$307,205 15

OPERATING EXPENSES OF STEAMER "JESSE K. BELL."

Watchman\$ 730 00

OTHER EXPENSES—

Amount paid for labor.....	270 37
Amount paid for wharfage.....	365 00
Amount paid for insurance.....	939 00

Total.....\$2,304 37

OPERATING EXPENSES OF STEAMER "WHISPER."**GENERAL EXPENSES—**

Including salaries of captains, clerks, pilots, mates, labor, cooks and cabin crew, roustabouts and all other employees.....\$16,045 95

OTHER EXPENSES—

Amount paid for miscellaneous, stores and expense bills.....	8,511 02
Amount paid for wharfage.....	239 00
Amount paid for fuel.....	3,057 00
Amount paid for repairs.....	1,135 56
Amount paid for insurance.....	2,948 54
Amount paid for stationery and printing.....	164 72
Amount paid for all other expenses.....	2,674 52

Total.....\$34,676 31

OPERATING EXPENSES OF STEAMER "SAINT JOHN."**GENERAL EXPENSES—**

Including salaries of captains, clerks, pilots, mates, labor, cooks and cabin crew, roustabouts and all other employees.....\$10,867 93

OTHER EXPENSES—

Amount paid for miscellaneous, stores and expenses.....	7,546 14
Amount paid for wharfage.....	93 85
Amount paid for fuel.....	3,332 50
Amount paid for repairs.....	2,179 89
Amount paid for insurance.....	744 10
Amount paid for stationery and printing.....	41 35
Amount paid for all other expenses.....	1,601 31

Total.....\$26,406 07

OPERATING EXPENSES OF STEAMER "MABLE COMEAUX."

GENERAL EXPENSES—

Including salaries of captains, clerks, pilots, mates, labor,
cooks and cabin crew, roustabouts and all other em-
ployees \$21,496 87

OTHER EXPENSES—

Amount paid for miscellaneous, stores and expenses.....	14,279 15
Amount paid for wharfage.....	126 00
Amount paid for fuel.....	5,029 20
Amount paid for repairs.....	1,116 92
Amount paid for insurance.....	1,275 40
Amount paid for stationery and printing.....	202 11
Amount paid for all other expenses.....	2,668 14

Total.....\$16,053 79

OPERATING EXPENSES OF STEAMER "IMPERIAL."

GENERAL EXPENSES—

Including salaries of captains, clerks, pilots, mates, labor,
cooks and cabin crew, roustabouts and all other em-
ployees.....\$ 49,021 49

OTHER EXPENSES—

Amount paid for miscellaneous, stores and expenses.....	28,751 61
Amount paid for fuel.....	23,449 10
Amount paid for repairs.....	5,716 98
Amount paid for insurance.....	2,051 08
Amount paid for stationery and printing.....	32 86
Amount paid for all other expenses.....	111,769 59

Total.....\$220,854 11

OPERATING EXPENSES OF STEAMER "ST. JAMES."

GENERAL EXPENSES—

Including salaries of captains, clerks, pilots, mates, labor,
cooks and cabin crew, roustabouts and all other em-
ployees.....\$34,403 06

OTHER EXPENSES—

Amount paid for miscellaneous, stores and expense bills.....	22,423 64
Amount paid for fuel.....	7,901 25
Amount paid for insurance.....	2,322 00
Amount paid for stationery and printing.....	316 51
Amount paid for all other expenses.....	2,357 40

Total.....\$39,725 85

GENERAL EXHIBIT.

RECEIPTS—

Steamer Imperial	\$119 464 80
Steamer St. James	75,912 59
Steamer Mabel Comeaux	42,448 81
Steamer Whisper	36,756 88
Steamer St. John	26,222 07

\$307,205 15

EXPENDITURES—

Steamer Imperial	\$111,769 59
Steamer St. James	69,724 86
Steamer Mabel Comeaux	45,043 79
Steamer Whisper	34,676 31
Steamer St. John	26,306 07
Steamer Jesse K. Bell	2,304 37
Interest	2 692 24
Suit, (Chas. Herio)	262 10

\$293,823 33

Receipts in excess of expenditures	
Amount of depreciation on steamboats	\$ 5,000 00
Interest on capital	4,000 00

\$ 13,381 82

\$ 9,000 00

Surplus.....

\$ 4,381 82

ANNUAL REPORT.
OF THE
STEAMER "NEW CAMELIA,"
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1899.

OFFICERS.

Chas. G. Coyle, Owner. General Office, New Orleans, La.
W. G. Coyle & Company, agents.

EQUIPMENT.

Name of Boat	Operates From	To	Miles	No. of Trips
New Camelia.....	New Orleans ...	Old Landing...	45	248

(Thirty miles on Lake Pontchartrain and 15 miles on Tchefuncta River, touching at Mandeville, Lewisburg, Madisonville and way landings.)

GROSS EARNINGS.

July	\$ 3,738 50
August.....	3,118 00
September.....	2,012 88
October	1,319 84
November	437 95
December, (not operated)	
1899.	
January, (not operated).....	
February (not operated).....	
March, (not operated).	
April	854 75
May.....	2,355 69
June.....	1,960 69
Total	\$15,798 52

OPERATING EXPENSES OF STEAMER "NEW CAMELIA."

GENERAL EXPENSES—

Including salaries of captains, clerks, pilots, mates, cooks, chambermaids, roustabouts, and all other employees.....\$ 6,487 94

OTHER EXPENSES—

Amount paid for fuel	2,363 96
Amount paid for repairs	11,541 08
Amount paid for insurance	754 40
Amount paid for stationery, printing and advertising	671 90
Amount paid for all other expenses	967 09

Total\$22,786 77

GENERAL EXHIBIT.

Total gross earnings.....\$15,798 42

Total expenses 22,786 77

Net loss.....\$ 6,988 35

INCOME ACCOUNT.

Income from earnings.....\$15,798 42

Total income from all sources..... 15,798 42

The cost of boat is shown as \$40,000 00.

ANNUAL REPORT.

OF THE

SOUTHERN PACIFIC COMPANY'S BAYOU TECHE LINE

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

Note. The boats and barges mentioned below are operated by the Southern Pacific Company in connection with the M. L. & T. R. R., and the operations are included in the report of the M. L. & T. R. R., and S. S. Company.

EQUIPMENT.

NAMES OF BOATS —	$\left\{ \begin{array}{l} \text{"Saccharine"} \\ \text{"Ratoon"} \\ \text{"Sugarland"} \\ \text{"Cricket"} \end{array} \right\}$	Operate on Bayou Teche.
BARGES —	$\left\{ \begin{array}{l} \text{"Belle,"} \\ \text{"Minna,"} \end{array} \right\}$	$\left\{ \begin{array}{ll} \text{"Alice,"} & \text{"Matilda,"} \\ \text{"Caroline,"} & \text{"Adeline"} \end{array} \right\}$

ANNUAL REPORT.
OF THE
RED RIVER LINE,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1899.

OFFICERS.

President and General Manager, Chas. P. Truslow.
Traffic Manager, Secretary and Treasurer, Chas. W. Drown.
General Freight Agent, W. F. Dillon.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
Charles P. Truslow.....	New Orleans, La.....	May 31, 1900
H. J. Brinker	New Orleans, La.....	May 31, 1900
F. E. Scovell	New Orleans, La.....	May 31, 1900
George L. White	New Orleans, La.....	May 31, 1900
B. C. Rea	New Orleans, La.....	May 31, 1900
W. F. Dillon	Shreveport, La.....	May 31, 1900
Charles W. Drown	New Orleans, La.....	May 31, 1900

Date of last meeting of stockholders for election of officers, Last Tuesday in May, 1899. Postoffice address of general office, New Orleans, La.

EQUIPMENT.

Name of Boat	Operates From	To	Miles	No. of Trips
Gem	Shreveport, La....	Points above and below		41
Hallette	New Orleans.....	Shreveport	700	13
W. T. Scovell ...	New Orleans	Shreveport	700	20
Valley Queen.....	New Orleans.....	Shreveport	700	8
Sunrise.....	New Orleans.....	Shreveport	700	13
Electra.....	New Orleans.....	Shreveport	700	26

Trips are irregular, from 12 to 18 days for the round trip.

CAPITAL STOCK.

Number of shares, 1,200.

Total amount of stock paid in.....\$60,000 00
Total cash paid to company on account of original capital stock.. 60,000 00

OPERATING EXPENSES OF STEAMER "GEM."

GENERAL EXPENSES—

Including salaries of captains, clerks, pilots, mates,
engineers, cooks, chambermaids, roustabouts
and all other employees.....\$ 8,695 90

OTHER EXPENSES—

Amount paid for miscellaneous.....	608 31
Amount paid for stores and supplies	1,494 08
Amount paid for fuel	1,075 45
Amount paid for repairs	65 27
Amount paid for insurance.	1,260 00
Amount paid for excess expenses over receipts from shipyard to Shreveport	764 30
Total.....	\$13,963 31

OPERATING EXPENSES OF STEAMER "HALLETTE."

GENERAL EXPENSES—

Including salaries of captains, clerks, pilots, mates,
engineers, cooks, chambermaids, roustabouts
and all other employees.....\$ 6,243 00

OTHER EXPENSES—

Amount paid for miscellaneous.....	1,525 11
Amount paid for stores and supplies.....	1,014 93
Amount paid for fuel	1,032 50
Amount paid for repairs	2,865 06
Amount paid for insurance	652 50
Total.....	\$13,333 10

OPERATING EXPENSES OF STEAMER "W. T. SCOVELL"

GENERAL EXPENSES—

Including salaries of captains, clerks, pilots, mates,
engineers, cooks, chambermaids, roustabouts
and all other employees.....\$25,127 69

OTHER EXPENSES—

Amount paid for miscellaneous.....	5,152 77
Amount paid for stores and supplies.....	3,86 68
Amount paid for fuel	3,676 50
Amount paid for repairs	859 79
Amount paid for insurance.....	1,120 00
Total.....	\$39,801 43

OPERATING EXPENSES OF STEAMER "VALLEY QUEEN."

GENERAL EXPENSES—

Including salaries of captains, clerks, pilots, mates,
engineers, cooks, chambermaids, roustabouts
and all other employees\$10,595 80

OTHER EXPENSES—

Amount paid for miscellaneous..... 3,592 50
Amount paid for stores and supplies..... 2 177 13
Amount paid for fuel 2,615 85
Amount paid for insurance..... 1,740 00

Total.....\$26,000 65

OPERATING EXPENSES OF STEAMER "SUNRISE."

GENERAL EXPENSES—

Including salaries of captains, clerks, pilots, mates,
engineers, cooks, chambermaids, roustabouts
and all other employees.....\$16,610 74

OTHER EXPENSES—

Amount paid for miscellaneous..... 5,346 81
Amount paid for stores and supplies..... 3,782 72
Amount paid for fuel 3,966 70
Amount paid for repairs..... 1,601 75
Amount paid for insurance..... 1,680 00

Total.....\$32,988 75

OPERATING EXPENSES OF STEAMER "ELECTRA."

GENERAL EXPENSES—

Including salaries of captains, clerks, pilots, mates,
engineers, cooks, chambermaids, roustabouts
and all other employees\$29,753 10

OTHER EXPENSES—

Amount paid for miscellaneous 8,638 67
Amount paid for stores and supplies..... 5,344 88
Amount paid for fuel 5,900 10
Amount paid for repairs 494 62
Amount paid for insurance..... 1,680 00

Total.....\$49,811 37

GENERAL EXHIBIT.

Steamer Gem—	DR.		CR.	
Gross receipts.....	\$14,267	78		
Expenses.....	12,638	04		
Insurance.....	1,260	00		
Repairs.....	65	27	\$13 963	31
			\$	306 47
<hr/>				
Steamer Hallette—				
Gross receipts.....			11,359	71
Expenses.....	9,815	54		
Repairs.....	2,865	06		
Insurance.....	652	50	13,333	10
				1,973 39
<hr/>				
Steamer W. T. Scovell—				
Gross receipts.....		53,447	53	
Expenses.....	\$ 37,821	64		
Repairs.....	859	79		
Insurance.....	1,120	00	39,801	43
				13,646 15
<hr/>				
Steamer Valley Queen—				
Gross receipts.....		26,721	91	
Expenses.....	18,981	68		
Insurance.....	1,740	00		
Repairs.....	5,278	97	26,000	65
				721 26
<hr/>				
Steamer Sunrise—				
Gross receipts.....		41,752	81	
Expenses.....	29,706	97		
Insurance.....	1,680	00		
Repairs.....	1,601	78	32,988	75
				8,764 06
<hr/>				
Steamer Electra—				
Gross receipts.....		70,854	01	
Expenses.....	47,636	75		
Insurance.....	1,680	00		
Repairs.....	494	62	49,811	37
				21,042 64
			\$1,973	39
			\$44,480	55
				1,973 39
<hr/>				
Net receipts as per boats statements				\$42,507 19

DISBURSEMENTS PAID BY OFFICERS OF THE COMPANY IN NEW ORLEANS AND SHREVEPORT.

Advertising expenses.....	\$ 1,050 00
General outfit, lines, etc.....	1,932 55
Repairs to barges.....	606 93
Levee expenses, New Orleans.....	3,101 80
Interest account.....	1,695 16
Charter for barges hired.....	600 00
General expenses, New Orleans office.....	10,978 12
General expenses, Shreveport office.....	5,868 54

CONSTRUCTION ACCOUNT—

Steamer Gem and two barges.....	\$16,157 38	\$42,041 58
Balance cash profits.....		463 71
Total gross earnings.....		\$218,405 80
Total expenses.....		217,942 09
Net expenses.....		463 71

Ninety per cent of the business is estimated as being done in Louisiana.

The capital stock of the company is represented by the following named boats and barges: Steamers Gem, Hallette, W. T. Scovell, Valley Queen, Sunrise and Electra and nine small barges used for lightering purposes in Red River.

All of the above property, except Steamer Gem and two barges were in commission June 1, 1898.

The company was incorporated in the City of New Orleans, La.

Its seamen traverse the Mississippi River and Red Rivers from New Orleans to Shreveport, 700 miles, and its smaller boats run from Shreveport to Garland City, Arkansas, 200 miles on Red River.

When freight is reshipped by railroads there is a division of freight rates according to tariffs.

ANNUAL REPORT
OF THE
STEAMER "ROSA B,"
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1899.

—
Agent, M. L. Merredith, Monroe, La.

EQUIPMENT.

Name of Boat	Operates From	To
Rosa B.....	Monroe, La	Onachita River and Tributaries

GENERAL EXHIBIT.

Total gross earnings.....	\$7 934 40
Total expenses.....	6,505 97
Net earnings.....	\$1 428 43
Interest paid during year.....	\$ 9 80
Lost bills.....	39 65

The cost of boat and fixtures is shown as \$2500.00.

ses, and Net Results of

	REVENUE	TOTAL EXPENSES		NET RESULTS	
	1900	1899	1900	1899	1900
Cumulative	1,489,003 22	\$ 640,050 97	\$ 1,304,805 84	\$ -/- 303,311 08	\$ -/- 285,007 38
a. Merchandise	3,719 05	1,700 00			
Monroe	8,529 24	5,021 27	5,281 97	3,311 07	-/- 3,347 27
Ocean	20,583 65		35,544 03		- 5,960 38
People	8,529 24	1,021 11		500 00	
Postal	2,932 00		2,272 30		-/- 659 30
Thibodaux	24,758,590 55	18,085,579 19	18,503,265 87	-/- 5,868,732 86	-/- 6,165,303 68
b. West					
Total	26,301,766 55	\$ 18,733,972 84	\$ 19,841,300 11	\$ 6,175,889 30	\$ 6,480,338 01

a. No
b. Ent

APPENDIX "G."

ANNUAL REPORTS

OF

Telephone, Telegraph and Express Companies,

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the Year Ending June 30, 1899.

ANNUAL REPORT
OF THE
MONROE TELEPHONE COMPANY,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1899.

OFFICERS.

President, Wm. B. Reily, Monroe, La.; Vice President, W. L. Morris, Monroe, La.; General Manager, I. Sugar, Monroe, La.; Secretary, J. H. McCormick, Monroe, La.; Treasurer, J. H. McCormick, Monroe, La.; General Attorney, F. G. Hudson, Monroe, La.

ORGANIZATION.

Names of Directors.	Postoffice Address	Date of Expiration of Term
J. H. McCormick	Monroe, La.	First Monday in July
R. B. Blanks	Monroe, La.	First Monday in July
I. Sugar	Monroe, La.	First Monday in July
T. O. Brewer	Monroe, La.	First Monday in July
W. L. Morris	West Monroe, La.	First Monday in July
J. P. Parker	Monroe, La.	First Monday in July
Wm. B. Reily	Monroe, La.	First Monday in July

Postoffice Address of General Office—Monroe, La.

Postoffice Address of General Office in Louisiana—Monroe, La.

CAPITAL STOCK.

Number of shares, 77,

Total amount of stock paid in\$3,850 00
Total cash paid to company on account of original capital stock... 3,850 00

FLOATING DEBT.

Amount of assets, \$5,262.30; amount of liabilities, \$3,461.35,
Estimated value of line, including instruments, batteries and
right-of way, \$7,500.00.

MISCELLANEOUS.

Miles in Louisiana, none out of town. Switchboards, 1; value, \$500. Total, \$500.

OPERATING EXPENSES.

Salary of general manager.....	\$ 200 00
Salary of operators	600 00
Salaries of line repairs, battery men, and other employees, (all in on.).....	900 00
Total	\$1,700 00

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1899.

Debits	Amount	Credits	Amount
Cost of line, and fixtures..	\$8,600 00	Capital stock.....	\$3,850 00
		Balance	4,550 00
Total.....	\$8,600 00	Total.....	\$8,600 00

ANNUAL REPORT
OF THE
OCEAN TOWBOAT LINES,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1899.

OFFICERS.

President, Adler McLellan, 727 Common street, New Orleans, La.; Secretary, J. G. Harrison, 727 Common street, New Orleans, La.

Postoffice Address of General Office—727 Common street, New Orleans, La.

Postoffice Address of General Office in Louisiana—727 Common street, New Orleans, La.

Miles of line in Louisiana, 104; value, \$7,800.00 assessed. Office furniture, 6 sets of instruments and 2 desks; value, \$150.00. Equipment on hand not in use, wire and poles, \$582.21. Total value, \$8,532.21.

STATEMENT OF GROSS EARNINGS.

	Receipts From Through Business.
1898	
July.....	\$ 718 78
August.....	832 41
September.....	831 94
October.....	707 70
November.....	588 28
December.....	519 00
1899	
January.....	724 10
February.....	764 51
March.....	700 65
April.....	873 47
May.....	561 25
June.....	543 85
Total.....	\$ 8,365 91

OPERATING EXPENSES.

GENERAL EXPENSES—

Salary of operators, 1 at \$85.00, 1 at \$60.00, 1 at \$50, 1 at \$30.00 per month.....	\$2,700 00
Salary of messengers, 1 at \$30 00 per month	360 00
Salary of line repairers, 1 at \$50.00 per month.....	600 00

OTHER EXPENSES—

Amount paid for miscellaneous.....	128 10
Amount paid other companies.....	140 60
Amount paid for fuel and light..	26 82
Amount paid for repairs to line	737 44
Amount paid for taxes.....	117 06
Amount paid for stationery and printing.....	61 50
Amount paid for other expenditures.....	149 75

Total.....	\$5,021 27
------------	------------

GENERAL EXHIBIT.

Total gross earnings.....	\$8,365 94
Total expenses.....	5,021 27
Net earnings.....	\$3,344 67

INCOME ACCOUNT.

Income from earnings.....	\$8,365 94
Total income from other sources	8,365 94
Proportion of income for Louisiana.....	8,365 94

COST OF LINE.

Cost of line in 1874 as near as can estimate on.....	\$20,000 00
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ANNUAL REPORT
OF THE
CUMBERLAND TELEPHONE & TELEGRAPH COMPANY,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1899.

OFFICERS.

President, James E. Caldwell; Vice President, William Litterer; General Manager, James E. Caldwell; Secretary, Leland Hume; Treasurer T. D. Webb; General Superintendent, A. W. Crandall.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of term
James E. Caldwell.....	Nashville, Tenn.	1902
V. E. Schwab.....	Nashville, Tenn.	1901
Henry Sperry.....	Nashville, Tenn.	1902
William Litterer.....	Nashville, Tenn.	1901
George R. Knox.....	Nashville, Tenn.	1900
George G. Hall.....	Cincinnati, O.	1901
A. G. Sharpe.....	Atlanta, Ga.	1901
E. M. Barton.....	Chicago, Ill.	1902
W. H. Woolverton.....	New York, N. Y.	1902
W. W. Berry.....	Nashville, Tenn.	1900
M. J. Smith.....	Nashville, Tenn.	1900
F. W. Cooke.....	Evansville, Ind.	1900

Total number of stockholders at date of last election, 318.
 Date of last meeting of stockholders for election of officers, March 2, 1899. Postoffice address of general office, Nashville, Tenn. Postoffice address of general office in Louisiana, New Orleans, La. A. W. Crandell, general superintendent, New Orleans, La.

CAPITAL STOCK.

Number of shares, 33,065.

Amount of common stock	\$3,306,500 00
Total amount of stock paid in	3,306,500 00
Amount of stock owned by residents of Louisiana, par value...	2,300 00
Market value of common stock	12,500 00
<hr/>	
Total cash paid to company on account of original capital stock	\$3,306,500 00

DESCRIPTION OF BONDED DEBT.

995 twenty-year bonds, dated January 1, 1893, interest five per cent per annum, \$995,000.00 Total, \$995,000.00. Market value of bonded debt, \$995,000.00.

DESCRIPTION OF FLOATING DEBT.

Sundry amounts due for material and supplies, \$56,856.17; amount of floating debt, \$56,956.17; amount of special debt, \$399,481.89; amount of assets, \$5,530,799.63; amount of liabilities, \$5,360,727.61. Estimated value of line, including instruments, batteries and right-of-way, \$4,661,531.36.

DESCRIPTION AND VALUE OF REAL ESTATE.

Number of buildings, 6; value, \$155,686.14.

MISCELLANEOUS.

Number of miles in Louisiana, 664. Office furniture, 16; switch boards, 16; live stock, 21; assessed at \$400,000. Total, \$400,000.00.

STATEMENT OF GROSS EARNINGS.

1898	
July	\$ 71,627 17
August	69,041 36
September	70,499 43
October	75,674 53
November	77,153 46
December	79,668 74
1899	
January	83,713 60
February	84,115 33
March	80,541 60
April	90,428 81
May	92,044 55
June	91,053 39
<hr/>	
Total	\$970,962 05

OPERATING EXPENSES.

GENERAL EXPENSES—

Salary of president and vice president	\$ 10,000 00
Salary of secretary and assistant general manager	4,200 00
Salary of treasurer and auditor	2,700 00
Salary of clerks	17 565 63
Salary of operators	115,777 49
Salaries of line repairers, battery men, and other employes ..	125,431 56

OTHER EXPENSES—

Amount paid for fuel light and rent.....	25,432 83	
Amount paid for repairs to line,	}	64,852 65
Amount paid for repairs to instruments,		
Amount paid for and in extending lines, }	}	5,791 17
Amount paid for legal services		
Amount for depreciation of plant.....		157,320 61
Amount paid for insurance		5,053 87
Amount paid for taxes.....		30,686 82
Amount paid for stationery and printing.....		20 076 69
Amount paid for other expenditures		55 811 31

Total \$640,650 97

GENERAL EXHIBIT.

Total gross earnings	\$970,962 05
Total expenses	640,650 97
Net earnings	303,311 08
Interest paid during year	47,338 50
Dividends declared during year	143,750 00

INCOME ACCOUNT.

Income from telephone service	\$935 994 06
Income from other sources	34,967 99
Total from all sources	\$970,962 05

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1899.

Debits	Amount	Credits	Amount
Cost of line and fixtures	\$4,661,537 36	Capital stock	\$3,306,500 00
Supply account	41,353 64	Special debt	599,481 89
Real estate	155 686 14	Debt	56,956 17
Stock and bonds	5,846 00	Reserve	89,657 32
Accounts receivable	590,141 76	Bond account	935,000 00
Cash	76,234 73	Premium	1,250 00
Miscellaneous	35 937 50	Balance	517,891 75
Total	\$5,566,737 13	Total	\$5,566,737 13

ANNUAL REPORT
OF THE
POSTAL TELEGRAPH-CABLE COMPANY,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1899.

OFFICERS.

President, Albert B. Chandler, 253 Broadway, New York City; Vice-President, Wm. H. Baker, 253 Broadway, New York City; Secretary, J. O. Stevens, 253 Broadway, New York City; Treasurer, E. C. Platt, 253 Broadway, New York City; Assistant General Superintendent, S. A. Duncan, Atlanta, Ga.; General Auditor, Geo. R. Williamson, 253 Broadway, New York City; General Attorney, Wm. W. Cook, 253 Broadway, New York City.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
John W. Mackay.....	253 Broadway, N. Y....	Until successor is elected.
Sir Wm. C. Van Horne...	Montreal, Canada	Until successor is elected.
Clarence H. Mackay.....	253 Broadway, N. Y....	Until successor is elected.
Jas. W. Ellaworth.....	Chicago Ill.....	Until successor is elected.
Albert B. Chandler.....	253 Broadway, N. Y....	Until successor is elected.
Wm. H. Baker	253 Broadway, N. Y....	Until successor is elected.
Edmond C. Platt.....	253 Broadway, N. Y....	Until successor is elected.
Geo. G. Ward	253 Broadway, N. Y....	Until successor is elected.
Edgar C. Bradley	253 Broadway, N. Y....	Until successor is elected.
Chas. R. Hosmer	Montreal, Canada	Until successor is elected.

Total number of stockholders at date of last election, about 600. Date of last meeting of stockholders for election of officers, February 25, 1896. Postoffice address of general office, 253 Broadway, New York City. Postoffice address of general office in Louisiana, New Orleans, La. Names of officers and their titles, connected with the general office in Louisiana, W. H. Locke, Manager, New Orleans, La.; W. A. Porteous, Assistant Manager, New Orleans, La.

CAPITAL STOCK.

Number of shares, 10,000.

Amount of common stock.....\$1,000,000 00

DESCRIPTION OF FLOATING DEBT.

Merchandise bills, due other lines, construction, etc.

Amount of floating debt about.....\$300,000 00

Amount of assets in Louisiana.....26,561 65

In most of the States the telegraph lines making up the postal system are owned by different corporations.

MISCELLANEOUS.

	Number	Value
Miles of pole line in Louisiana.....	314.29	\$10,367 90
Miles of wire in Louisiana.....	1,035 96	15,534 75
Instruments.....	76	270 00
2,200 feet of 10 conductor cable.....		110 00
900 feet of 24 conductor cable.....		135 00
Other property not enumerated.....		144 00
Total.....		\$26,561 65

STATEMENT OF GROSS EARNINGS.

Receipts From Through Business.

1894—July, August, September, October, November, December, } Total
 1895—January, February, March, April, May, June } \$105,924 71

OPERATING EXPENSES.**GENERAL EXPENSES—**

Salaries of president, vice-president, secretary, treasurer,
 auditor, general attorney, other officers, clerks, operators,
 office boys, messengers, line repairers, battery men, other
 employees. Louisiana proportion..... } \$6,923 02

GENERAL EXHIBIT.

Total gross earnings, within the State.....\$3,522 10

Total expenses, within the State.....1,021 41

Net earnings.....\$1,500 69

ANNUAL REPORT
OF THE
WESTERN UNION TELEGRAPH COMPANY,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1899.

OFFICERS.

President, Thos. T. Eckert, New York; Vice-President, Thos. F. Clark, New York; General Manager, Thos. T. Eckert, New York; Secretary, A. R. Brewer, New York; Treasurer, M. T. Wilbur, New York; General Superintendent, James Merrihew, New York; General Auditor, J. B. Van Every, New York; General Attorney, Geo. H. Fearons, New York.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
Thos. T. Eckert	New York City	October 11th, 1899
John T. Terry	New York City	October 11th, 1899
Russell Sage	New York City	October 11th, 1899
Alonzo B. Cornell	New York City	October 11th, 1899
George J. Gould	New York City	October 11th, 1899
Samuel Sloan	New York City	October 11th, 1899
Robt. C. Clowry	Chicago, Ill.	October 11th, 1899
John G. Moore	New York City	October 11th, 1899
Louis Fitzgerald	New York City	October 11th, 1899
J. Pierpont Morgan	New York City	October 11th, 1899
Edwin Gould	New York City	October 11th, 1899
John Hay	Washington, D. C.	October 11th, 1899
Wm. D. Bishop	New Haven, Conn.	October 11th, 1899
C. P. Huntington	New York City	October 11th, 1899
Chas. Lanier	New York City	October 11th, 1899
Chauncey M. Depew	New York City	October 11th, 1899
Henry M. Flagler	New York City	October 11th, 1899
Henry B. Hyde	New York City	October 11th, 1899
W. Murray Crane	Dalton, Mass.	October 11th, 1899
John Jacob Astor	New York City	October 11th, 1899
Oliver Ames	Boston, Mass.	October 11th, 1899
C. Sidney Shepherd	New York City	October 11th, 1899
J. B. Van Every	New York City	October 11th, 1899
Wm. F. Cochrane	New York City	October 11th, 1899
John K. Cowen	Baltimore, Md.	October 11th, 1899
Ed. H. Perkins, Jr.	New York City	October 11th, 1899
Frank Thomson	Philadelphia, Pa.	October 11th, 1899
Jacob H. Schiff	New York City	October 11th, 1899
Jas. Stillman	New York City	October 11th, 1899
Thos. F. Clark	New York City	October 11th, 1899

Total number of stockholders at date of last election, 9,401.
 Date of last meeting of stockholders for election of officers,
 October 12, 1898. Postoffice address of general office, No. 195
 Broadway, New York. Postoffice address of general office in
 Louisiana, New Orleans, La. Names of officers and their titles,
 connected with the general office in Louisiana, W. D. West,
 Manager.

CAPITAL STOCK.

Number of shares, 1,000,000.

Amount of common stock.....	\$100,000.00 00
Total amount of stock outstanding	97,340,739 65
Amount of stock owned by residents of Louisiana.....	196,000 00
Market value of common stock, as shown by the very limited sales on New York stock exchange, average of past 15 years.....	\$=0.00 per share
Total cash paid to company on account of original capital stock, unknown.	

DESCRIPTION OF BONDED DEBT.

Due March 1st, 1900—6 per cent.....	\$ 761,076 00
Due May 1st, 1900—7 per cent.....	4,920,000 00
Due May 1st, 1902—7 per cent.....	1,163,000 00
Collateral trust bonds, against which securities bearing a higher rate of interest have been deposited, due January 1st, 1938—5 per cent	8,502,000 00
Total.....	\$15,346,076 00
Market value of bonded debt, unknown.	

DESCRIPTION OF FLOATING DEBT.

Amount of funded debt.....	\$ 15,346,076 00
Amount of assets.....	130,556,322 16
Amount of liabilities.....	130,556,322 16

DESCRIPTION AND VALUE OF REAL ESTATE.

Main buildings in New York, Chicago, etc.....	\$4,977,033 74
Total.....	\$4,977,033 74

MISCELLANEOUS.

	Number	Value
Miles of pole line in Louisiana.....	17-3	\$227,960.20 as per assessment of the tax board of Louisiana.
Miles of wire in Louisiana	9329	
Total.....		\$227,960 20

STATEMENT OF GROSS EARNINGS.

Receipts from Business Within the State of Louisiana.

1898—July, August, September, October, November, December..	Total
1899—January, February, March, April, May, June.....	\$61,8-3 00

OPERATING EXPENSES.

GENERAL EXPENSES—

Salary of president	} apporportioned to Louisiana...\$	573 80
Salary of vice-president.....		
Salary of secretary		
Salary of treasurer.....		
Salary of auditor	} None in La.	
Salary of general attorney.....		
Salary of other officers.....		2,617 73
Salary of clerks.....		17,512 82
Salary of operators		68,786 49
Salary of office boys included in salary of clerks		
Salary of messengers.....		15,602 91
Salary of line repairers, \$1 320.00 included in repairs of line..		
Salary of battery men.....		839 53
Salary of other employes.....		420 00

OTHER EXPENSES—

Amount paid for miscellanies	9,548 35
Amount paid for fuel and light	3 618 04
Amount paid for repairs to line.....	33,928 56
Amount paid for extending lines	4,218 13
Amount expended for and in instruments and batteries.....	6 710 17
Amount paid for legal services.....	2,406 72
Amount paid for rent.....	8,429 64
Amount paid for taxes.....	6,754 02
Amount paid for stationery and printing.....	1,937 25
Amount paid for other expenditures apporportioned to Louisiana	784 18

Total.....\$04,785 34

GENERAL EXHIBIT.

Total gross revenues	\$23,954,312 05
Total expenses.....	18 083,579 19

Net revenues.....\$ 5,868,732 86

Interest on funded debt.....	\$ 897,031 20
Dividends declared during year.....	4,767,918 75

INCOME ACCOUNT.

Total income from all sources	\$23,954,312 05
Proportion of income for Louisiana.....	61,823 00

RECAPITULATION.

Capital stock	\$7 340 739 65
Funded debt.....	15,346,076 00

STATEMENT.

As shown by the foregoing statement the receipts of the company from business transacted within the limits of the State of Louisiana for the year ended June 30, 1899, were \$61,823.00, and the money paid by the company for the same period for the maintenance of its lines and offices in the State was \$204,785.34.

It is therefore manifest that the company receives revenues from other business than from the business transacted entirely within the State. It is, however, absolutely impossible to ascertain what share of those revenues should be attributed to the State for the purpose of this report. The interstate business done with the State of Louisiana is in no way the sole creature of the business conditions or telegraph facilities existing and maintained in that State.

That business could not exist at all if it were dependent upon these conditions and facilities. It is created in the first place by the commercial conditions existing in all the States of the Union and in foreign countries, which make markets for the produce of the State of Louisiana. Then those markets are opened and kept accessible to the producers and merchants of Louisiana by the investment of large amounts of capital by the Western Union Telegraph Company, and by the yearly expenditure of other large sums by that company for the maintenance of its entire system and costly terminals, no matter whether the use of them is great or little, they being always kept at the highest state of efficiency. The business experience and judgment of the members of the Commission will at once see the difficulties of this subject.

The Western Union Telegraph Company wishing, however, to make a complete and fair statement to the Commission, and after as careful a consideration of the matter as its inextricable complications will permit, believes that the purposes of this report will be answered by the following statement, namely :

Receipts from business within the State of Louisiana, as shown above	\$ 61,823 00
Estimated share of receipts from business done with places beyond the State	144,855 85
	<hr/>
	\$206,678 85
Total expenses in the State.....	\$204,785 34
Less 10 per cent for interstate business in which Louisiana has no share as explained below.....	20,478 53
	<hr/>
Balance	\$22,372 04

The deduction from the total expenses is liberal, because the company would have to spend practically the same amount for maintenance of lines and offices if it were confined to a business entirely within the State. The cost is the same whether a wire is used for the transmission of one message per day or for as many messages as it can carry. This is shown by the fact that an examination of our reports gives the following scale of receipts at the offices in Louisiana for the month of May, 1899 :

20 offices, each,	\$ 2 00 per month or less.
34 offices, each, over	2 00 per month and less than \$ 5 00 per month.
44 offices, each, over	5 00 per month and less than 10 00 per month.
26 offices, each, over	10 00 per month and less than 20 00 per month.
18 offices, each, over	20 00 per month and less than 30 00 per month.
13 offices, each, over	30 00 per month and less than 50 00 per month.
8 offices, each, over	50 00 per month and less than 100 00 per month.
6 offices, each, over	100 00 per month and less than 200 00 per month.
6 offices, each, over	200 00 per month.

It is therefore clear that a greater deduction could not be made on account of business beyond the State, and in any case it could only be effected at the very few offices in the State from which enough business is done to require a large force of employees.

It is also to be borne in mind that the foregoing statement of expenses contains no charge for depreciation of plant.

ANNUAL REPORT
OF THE
MERCHANTS' AND PLANTERS' TELEPHONE COMPANY,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1899.

Miles in Louisiana, 65; value, \$265.00. Office furniture, 3; value, \$6.50. Switch-boards, 2; value, \$300. Total, \$571.50.

STATEMENT OF GROSS EARNINGS.

1898	
July (Organized.)	
August	\$ 119 00
September	119 00
October	119 00
November	126 30
December	138 94
1899	
January	209 80
February	155 75
March	150 00
April	149 70
May	140 00
June	157 76

OPERATING EXPENSES.

OPERATING EXPENSES—

Salary of president.....\$300 00

OTHER EXPENSES—

Amount paid for repairs of instruments..... 28 80

Total \$328 80

ANNUAL REPORT
OF THE
AMERICAN EXPRESS COMPANY,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
(For the year ending June 30, 1899.)

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
Jas C. Fargo..... Theo. M. Pomeroy .. Chas. Fargo Francis F. Flagg.... Wm. H. Seward..... Chas G. Clark..... Johnson Livingston. Edw. B. Judson, Jr. Lewis Cass Ledyard. Henry M. Whitney..	65 Broadway, New York City, N. Y.	When their successors are elected.

Total number of associates, June 30, 1899, 4,050. Postoffice address of general office of the company, 65 Broadway, New York City, N. Y. Postoffice address of general office in Louisiana, corner of Union and St. Charles streets, New Orleans, N. T. Brown, general agent.

OFFICERS.

Jas. C. Fargo, President, 65 Broadway, New York City, N. Y. Theo. M. Pomeroy, Vice President, New York City, N. Y. Chas. Fargo, Second Vice President, New York City, N. Y. Francis F. Flagg, Third Vice President, New York City, N. Y. Wm. H. Seward, Secretary, New York City, N. Y. Chas. G. Clark, Treasurer, New York City, N. Y.

CAPITAL STOCK.

This company, being a joint stock association, has no capital stock but only "interests" representing each associate's portion of the company's property. The total number of such interests is 180,000, and during the year ending June 30, 1899, \$1,080,000 was divided among the associates.

NAMES OF RAILROADS, TERMINALS AND MILEAGE.

Illinois Central (Main Line)—From New Orleans, La., to State line, between Kentwood and Osyka; 85 miles.

Illinois Central (Yazoo and Mississippi Valley Branch)—From New Orleans La., to State line, between Norwood and Centreville; 130 miles.

Illinois Central (Yazoo and Mississippi Valley Branch)—From Slaughter, La., to State line, between Turnbull and Laurel Hill; 33 miles.

Illinois Central (Yazoo and Mississippi Valley Branch)—From Ethel to Clinton; 8 miles. Total, 256 miles.

VALUE OF EXPRESS PROPERTY IN LOUISIANA,
(At Stations.) Exclusive of Land and Buildings.

Names of places in Louisiana where Express Company has stations	Horses. Value of	Wagons and harness. Value of	Safes and chests, Value of	Office furniture, Value of	Other property, Value of	Total
Amite City.....			\$ 57 75	\$ 33 69	\$ 31 70	\$ 123 14
Arcola			33	21 00		54
Baker.....				4 40		4 40
Baton Rouge.....	\$ 305 00	\$ 352 58	95	244 96	35 75	1043 29
Bayou Sara			41 25	31 39	13 76	86 40
Burnside.....				4 40		4 40
Clinton			115 50	10 40		125 90
Convent			53 12	4 40		57 52
Ethel			33	4 40	2 40	39 80
Gulletts.....				16 50		16 50
Hammond			33	52 39	103 85	189 24
Independence.....			33	4 50	53 95	91 45
Kenner			33	16 65	21 50	71 15
Kentwood.....				4 50		4 50
LaPlace.....				4 40		4 40
Lindsey.....				4 40		4 40
Lutcher.....			33	4 40		37 40
McManns			33	4 35		37 35
Nanchac				17 50	13 90	31 40
Natalbany				2 50	4 00	7 30
New Orleans	3130 00	5453 56	629 70	3381 06	196 10	12,990 80
New River				2 50		2 50
Norwood.....			33	4 40		37 40
Pontchatoula			33	17 50	28 75	79 25
Roseland.....				19 00	33 17	52 17
Ruddock.....			33	9 25		42 25
St. Gabriel.....				1 90		1 90
St. Peters				4 40		4 40
Slaughter			49 50	4 40	26 30	80 20
Tangipahoa			33	4 50		37 50
Tickfaw				4 50	3 40	7 90
Wilson				4 40		4 40
Zachary				4 40		4 40
Total	\$3435 00	\$ 5316 14	\$ 1604 82	\$ 3953 34	\$569 41	\$15,378 70
Deduct 60 per cent, representing six years' depreciation.....						9,227 13
Present value						\$ 6,151 48

VALUE OF EXPRESS PROPERTY IN LOUISIANA.
(In Cars)

Name of Route	Safes and chests, Value of	Other property, Value of	Total
ILLINOIS CENTRAL—			
Cairo and New Orleans	\$ 13 37	\$17 60	\$ 30 95
Chicago and New Orleans	243 01		242 01
Canton and New Orleans	14 28		11 28
YAZOO AND MISSISSIPPI VALLEY—			
Clinton and Ethel	12 00		12 00
Memphis and New Orleans	253 95	8 51	262 47
Vicksburg and New Orleans	17 28		17 28
Slaughter and Woodville	9 96		9 96
Total.....	\$563 84	\$26 11	\$589 95
Deduct 60 per cent. representing six years' depreciation.....			353 97
Present value.....			\$235 98

OPERATING EXPENSES

State of Louisiana.

CONDUCTING TRANSPORTATION—

Station service.....	\$41,547 01
Train service—Messengers.....	3,673 72
Loss and damage	405 48
Rent of buildings and other property.....	3,590 65

GENERAL EXPENSES—

Salaries of general and division officers.....	691 70
Salaries of general and division employees.....	211 18
General and division office expenses and supplies	325 02
Legal expenses	175 00

Total \$50,612 76

**LANDS AND BUILDINGS OWNED BY EXPRESS
COMPANY IN LOUISIANA.**

Where Located	Value of Land	Value of Buildings	Total
New Orleans, La.....	\$7,000	\$8,701 34	\$15,601 30

EMPLOYEES AND SALARIES, STATE OF LOUISIANA.

Class	No.	Average No. of Days Worked	Compensation	
			Total Yearly	Average Daily
General and division officers	4	365	\$ 691 70	\$ 50
General and division clerks and attendants	8	227	214 18	12
City office employees.....	90	146	25,610 91	1 95
Station agents paid by commission.....	30	365	6,572 43	60
Messengers	45	149	3,673 72	55
All other employees and laborers.....	6	4	12 00	50
Total	183	209	\$36,774 94	\$1 02

GROSS RECEIPTS IN LOUISIANA FOR TRANSPORTATION.

City or Station	Freight originating in Louisiana and destined to points in Louisiana.
Amite City	\$ 601 17
Arco'a	97 14
Baker	25 10
Baton Rouge	2,327 92
Bayou Sara	508 64
Burnside	133 10
Clinton	274 15
Convent	165 40
Ethel	125 30
Gulletts	209 05
Hammond	1,232 53
Independence	519 75
Kenner	205 45
Kentwood	142 51
LaPlace	131 65
Lindsey	34 25
Lutcher	263 80
McManns	86 30
Manhac	117 95
Natalbany	29 84
New Orleans	14,837 03
New River	195 30
Norwood	117 68
Pontchatoula	662 84
Roseland	824 27
Ruddock	108 68
St Gabriel	112 70
St Peters	178 90
Slaughter	68 05
Tangipahoa	1,011 61
Tickfaw	142 90
Wilson	84 35
Zachary	99 82
Total	\$25,671 13

ANNUAL REPORT
OF THE
PACIFIC EXPRESS COMPANY,

TO THE
RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
James Eggleston	Omaha, Neb.....	January 6th, 1900
H. G. Burt	Omaha, Neb.....	January 6th, 1900
Erastus Young	Omaha, Neb.....	January 6th, 1900
E. G. Merriam	St. Louis, Mo.....	January 6th, 1900
S. B. Schuyler	St. Louis, Mo.....	January 6th, 1900
E. B. Pryor	St. Louis, Mo.....	January 6th, 1900
E. G. Clapp	St. Louis, Mo.....	January 6th, 1900

Total number of stockholders at date of last election, 12.
Date of last meeting of stockholders for election of directors, January 6th, 1899. Postoffice address of general office of the company, Omaha, Neb. Postoffice address of general office in Louisiana, Shreveport, La.; J. W. Duncan, General Manager.

Names of Officers	Title	Location of Office
James Eggleston	President	Omaha, Neb.....
L. A. Fuller	General Supt. Eastern Dept.	St. Louis, Mo.....
T. C. Gentsch	General Supt. Western Dept.	Omaha, Neb.....
G. P. Stebbins	Traffic Manager	Omaha, Neb.....
W. R. Carter	Secretary and Treasurer	Omaha, Neb.....
J. A. Brewster	Assistant Auditor	Omaha, Neb.....
W. R. Bresie	Superintendent	Decatur, Ill.....
C. W. Walters	Superintendent	St. Louis, Mo.....
O. W. C.	Superintendent	Ft. Worth, Tex.....
Jno. T. Daniels	Superintendent	Salt Lake, Utah..
Geo. W. Moore	Superintendent	Kansas City, Mo..
Geo. D. Patterson	Assistant Superintendent	Denver, Col.....

CAPITAL STOCK.

Number of shares authorized, 60,000.

Par value of shares.....	\$	100 00
Total par value authorized.....	6,000,000 00	
Total amount issued and outstanding	6,000,000 00	
Dividends declared, rate $1\frac{1}{2}$ per cent.	270,000 00	

ROUTES OVER WHICH EXPRESS COMPANY OPERATES.

NAMES OF RAILROADS.	TERMINALS		MILEAGE	
	From	To	Entire Line	In Louisiana
Arkansas Central Railway	Fort Smith, Ark.....	Paris, Ark.....	46	.....
Arkansas Midland Railroad	Helena, Ark.....	Clarendon, Ark.....	45	.....
Atchafalaya Railway	Bunkin, La.....	Simmsport, La.....	36	36
Boise Nampa and Owyhee Railroad	Nampa, Ida.....	Guffey, Ida.....	24	.....
Brinkley Helena and Indian Bay Railroad	Brinkley, Ark.....	Pine City, Ark.....	24	.....
Butte Anaconda and Pacific Railroad	Butte, Mont.....	Anaconda, Mt.....	26	.....
Choctaw and Memphis Railroad	Little Rock, Ark.....	Memphis, Tenn.....	133	.....
Colorado and Northwestern Railroad	Boulder, Colo.....	Sunset, Colo.....	27	.....
Denver, Lakewood and Golden Railroad	Denver, Colo.....	Golden, Colo.....	16	.....
Fort Worth and Rio Grande Railroad	Fort Worth, Tex.....	Brownwood, Tex.....	142	.....
Galveston, Houston and Henderson Railroad	Houston, Tex.....	Galveston, Tex.....	50	.....
Hoxie Pocolontas and Northern Railway	Hoxie, Ark.....	East Pocolontas.....	15	.....
International and Great Northern Railroad	Ex. Springs, Jct. Mo.....	Excelsior Springs, Mo.....	775	.....
Kansas City, Excelsior Springs and Northern Railroad	Kansas City, Mo.....	Virginia, Neb.....	9	.....
Kansas City and Northwestern Railroad	Alexandria, La.....	Lake Charles, La.....	172	.....
Kansas City, Watkins and Gulf Railway	Kooken, La.....	Van West, La.....	98	98
Keokuk and Western Railroad	Leavenworth.....	Miltonvale, Kans.....	240	.....
Leavenworth, Kansas and Western Railroad	Riverside, Mo.....	Turpin, Mo.....	166	.....
Missouri Pacific Railway and Branches .....	.....	.....	48	.....
Natchitoches and Red River Valley Railway	Cyrus, La.....	Natchitoches, La.....	5,326	147
Oregon Railway and Navigation Company	Huntington, Ore.....	Fort and (re.....	11	11
Oregon Short Line Railroad and Branches .....	.....	.....	1,428	.....
St. Louis and Hannibal Railway	Hannibal, Mo.....	Gilmore, Mo.....	104	.....
St. Louis and San Francisco (Kansas Midland Division)	Wichita, Kans.....	Elswort, Kans.....	105	.....
St. Louis and Southwestern Railway and Branches .....	.....	.....	1,563	36
Salt Lake and Mercur Railroad	Garfield, Ut.....	Mercur, Ut.....	12	.....

San Antonio and Gulf Railroad.....	San Antonio, Tex.....	Stockdale, Tex.....	38	.....
San Pete Valley Railroad.....	Manti, Ut.....	Nephi, Ut.....	43	.....
Sedalia, Warsaw and Southwestern Railroad.....	Sedalia, Mo.....	Warsaw, Mo.....	42	.....
Stuttgart and Arkansas River Railroad.....	Stuttgart, Ark.....	Gillett, Ark.....	41	.....
Texas Pacific Railroad and Natchez Railway.....	Texarkana, Tex.....	Laura, La.....	38	09
Toledo Peoria and Western Railway.....	Keokuk, Ia.....	Effner, Ind.....	1,483	960
Union Pacific Railway.....	.....	.....	248	.....
Utah and Pacific Railway.....	Millfort, Ut.....	Lard, Ut.....	2,955	.....
Velasco Terminal Railway.....	Chenango, Tex.....	Velasco, Tex.....	73	.....
Wabash Railroad and Branches.....	.....	.....	20	.....
White and Black River Valley Railroad.....	Brinkley, Ark.....	Ja ksonport, Ark.....	2,236	.....
Total.....	.....	.....	18,370	637

VALUE OF EXPRESS PROPERTY IN LOUISIANA,

(At Stations.) Exclusive of Land and Buildings.

Names of Places in Louisiana where Express Company has Stations.	Horses, Value of	Wagons and Harness, Value of	Saddles and Chests, Value of	Office Furniture, Value of	Other Property, Value of	Total
Alexandria	\$ 50 00	\$ 70 00	\$ 67 50	\$ 20 00	\$ 48 00	\$ 255 50
Baton Rouge					1 00	1 00
Bat n Rouge Junct.			25 00		10 00	35 00
Bayou Goula			47 50		1 00	48 50
Benton			152 00		2 10	154 10
Bonita			70 00		2 10	72 10
Boyce			67 50		1 00	68 50
Brunkie			67 50		6 00	73 50
Cheneyville					1 00	1 00
Chopin			47 50		5 00	52 50
Collinston			114 00		3 85	117 85
Columbia			95 00		2 10	97 10
Cottonport			47 50		1 00	48 50
Cypress			25 00		1 00	26 00
Derry			47 50		1 00	48 50
Donaldsonville			67 50		5 00	72 50
Evergreen			30 00		1 00	31 00
Fenton			25 00		1 00	26 00
Fordoche			47 50		1 00	48 50
Forest Hill			25 00		1 00	26 00
Galion			50 00		1 85	51 85
Glenmora			47 50		1 00	48 50
Gloster			47 50		1 00	48 50
Grand Cane			67 50		1 00	68 50
Greenwood			25 00		1 00	26 00
Grosse Tete			40 00		1 00	41 00
Jewella					1 00	1 00
Kentville					1 00	1 00
Killona			25 00		1 00	26 00
Lake Charles	50 00		67 50	10 00	51 00	178 50
Lamorie			47 50		1 00	48 50
Landerdale					1 00	1 00
LeCompte			47 50		1 00	48 50
Loma					1 00	1 00
Long Leaf					1 00	1 00
Luling			25 00		1 00	26 00
McCall			47 50		1 00	48 50
Mansfield					2 00	2 00
Mansura			25 00		1 00	26 00
Maringouin			25 00		1 00	26 00
	\$ 100 00	\$ 70 00	\$ 1,676 00	\$ 30 00	\$ 167 00	\$ 2,023 00

VALUE OF EXPRESS PROPERTY IN LOUISIANA,

(At Stations.) Exclusive of Land and Buildings —Continued.

Names of Places in Louisiana where Express Company has Stations.	Horses Value of	Wagons and Harness, Value of	Safts and Chests, Value of	Office Furniture, Value of	Other Property, Value of	Total
Brought Forward...	\$ 100 00	\$ 70 00	\$1,656 00	\$ 30 00	\$ 167 00	\$ 2,023 00
Marksville					2 50	2 50
Marthaville			47 50		1 00	48 50
Melville			25 00		45 00	70 00
Mer Rouge			95 00		2 35	97 35
Monroe	175 00	238 00	150 00	71 60	14 55	649 15
Moreauville			47 50		1 00	48 50
Moreland			25 00		1 00	26 00
Morrows			25 00		1 00	26 00
Natchitoches			47 50		8 00	55 50
New Orleans					20 00	20 00
Oberlin			67 50		1 00	68 50
Oakdale			47 50		1 00	48 50
Olla			95 00		2 10	97 10
Oxford					1 50	1 50
Palmetto			47 50		1 00	48 50
Pelican			47 50		1 00	48 50
Plaindealing			45 00		2 40	47 40
Plaquemine			67 00		13 50	80 50
Po'lock			95 00		2 10	97 10
Port Allen					1 50	1 50
Provencal			67 50		1 00	68 50
Reis					1 00	1 00
Robeline			67 50		1 00	68 50
Riverton					75	75
Rosa			47 50		1 00	48 50
St. James			47 50		1 00	48 50
St. John			25 00		1 00	26 00
Shreveport	200 00	232 50	177 50	100 00	65 50	775 50
Shreveport Junct.					1 00	1 00
Simmsport			25 00		1 00	26 00
Sodans			67 50		1 00	68 50
Stonewall					1 50	1 50
Swartz					2 00	2 00
Tullos			45 00		2 35	47 35
Vacherie			25 00		1 00	26 00
Waggaman			47 50		1 00	48 50
White Castle			47 50		1 00	48 50
Zimmerman					1 00	1 00
Total	\$ 475 00	\$ 510 50	\$3,320 50	\$ 201 60	\$ 275 60	\$ 4,913 20

VALUE OF EXPRESS PROPERTY IN LOUISIANA,
(In Cars.)

Name of Route	Safes and chests, Value of
Arkansas and State Line to Alexandria	\$ 28 00
Alexandria and Lake Charles	7 50
Baton Rouge and Baton Rouge Junction	7 50
Bunkie, Marks ville and Simmesport.....	7 50
Cypress and Natchitoches	7 50
Lewisville and Shreveport	18 00
Marshall and New Orleans.....	66 00
Total	\$736 00

OPERATING EXPENSES,

State of Louisiana.

CONDUCTING TRANSPORTATION—

Station service	\$31,006 05
Train service—Messengers.....	6,659 60
Rent of buildings and other property	1,495 50
	\$39,161 15

GENERAL EXPENSES—

(Under this head would be the expenses of the auditor's office, the salary of the president and his assistants, the general superintendent, and salaries of superintendent and route agent in charge of the territory. We have not included anything for general expenses, for the reason that there is no way of ascertaining the amount to be charged to Louisiana for its proportion.)

Lands and Buildings Owned by Express Company in Louisiana—Fish shed and platform at West Melville, valued at \$85.

EMPLOYEES AND SALARIES, STATE OF LOUISIANA.

CLASS	No.	Compensation Total Yearly
* General and division officers		
* General and division clerks and attendants		
† City office employees	76	\$15,914 10
Station agents, paid by commission	72	7,362 84
Messengers	14	6,659 50
All other employees and laborers, delivery and transfer- men at commission offices	5	671 00
Total	167	\$30,607 44

* The proportion of general expenses chargeable to Louisiana is not ascertainable. All employees paid by the month. Commission agents paid according to the amount of business done. Figures show amount of commission at commissioned offices for the year ending June 30, 1891.

† Seventy of these are joint employees. Only our proportion of salaries is shown.

GROSS RECEIPTS IN LOUISIANA FOR
TRANSPORTATION.

CITY OR STATION	Earnings Within the State	CITY OR STATION	Earnings Within the State
Alexandria	\$ 3,009 02	Melville	\$ 508 97
Baton Rouge	708 59	Mer Rouge	301 24
Baton Rouge Junction	111 71	Monroe	1,801 36
Bayou Gouls	303 07	Moreauville	47 18
Benton	472 94	Moriland	83 49
Bonita	182 53	Morrows	318 72
Boyce	790 83	Natchitoches	126 66
Bunkie	1,330 17	New Orleans	7,617 33
Cheneyville	517 19	Oberlin	252 64
Chopin	203 34	Oakdale	135 93
Collinston	161 03	Olla	312 67
Columbia	333 75	Oxford	36 87
Cottonport	93 41	Palmetto	236 25
Cypress	1,236 78	Pelican	119 98
Derry	479 78	Plaquemine	353 16
Donaldsonville	2,549 12	Plaquemine	1,891 86
Evergreen	70 03	Pollock	839 20
Fenton	92 23	Port Allen	152 53
Fordoché	327 68	Provencal	261 13
Forest Hill	187 12	Reisor	4 35
Galion	67 93	Robeline	394 61
Glencora	178 94	Riverton	10 30
Gloster	177 17	Rosa	145 35
Grand Cane	327 61	St. James	391 56
Greenwood	203 46	St. John	239 38
Grosse Tete	340 97	Shreveport	4,343 95
Kentville	45 53	Shreveport Junction	4 75
Killona	40 90	Simsport	58 54
Lake Charles	876 07	Sodus	429 10
Lamorie	234 94	Stonewall	60 41
Lauderdale	119 90	Swartz	212 08
LeCompte	864 90	Tullos	261 68
Lona		Vacherie	403 90
Luling	517 07	Wagarran	138 67
McCall	331 57	White Castle	1,209 36
Mansfield	778 30	Zimmerman	54 65
Mansura	50 87	Long Leaf	33 85
Marigny	505 68		
Marksville	193 82		
Marthaville	301 74	Total	\$ 43,176 34

ANNUAL REPORT
OF THE
SOUTHERN EXPRESS COMPANY
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1899.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
M. J. O'Brien	New York City, N. Y.	When successors are qualified
M. F. Plant	New York City, N. Y.	When successors are qualified
R. G. Erwin	New York City, N. Y.	When successors are qualified
T. W. Leary	Chattanooga, Tenn.	When successors are qualified
H. Dempsey	Augusta, Ga.	When successors are qualified

Postoffice address of general office of the company, Augusta, Ga. Postoffice address of general office in Louisiana, New Orleans, La. Manager of the general office in Louisiana, C. A. Pardue, Superintendent, New Orleans, La.

OFFICERS.

Name of Officers	Title	Location of Office
M. J. O'Brien	President	New York City, N. Y.
M. F. Plant	Vice President	New York City, N. Y.
G. H. Till y	Secretary and Treas.	New York City, N. Y.
T. W. Leary	Asst. Gen. Manager	Chattanooga, Tenn.
F. J. Virgin	Auditor	Chattanooga, Tenn.
C. L. Loop	Traffic Manager	Chattanooga, Tenn.
C. A. Pardue	Superintendent	New Orleans, La.

CAPITAL STOCK.

Number of shares authorized, 60,000. This company has no capital stock. Issued 60,000 shares. During the last year there was distributed among the shareholders the sum of \$200,000 from the assets of the company.

ROUTES OVER WHICH THIS COMPANY OPERATES.

Names of Railroads	Terminals		Mileage	
	From	To	Entire Line	In Louisiana
East Louisiana	Pear River, La..	Covington, La.	24	24
East Louisiana	Mandeville Junction	Mand'ville, La.	10	10
New Orleans and Mobile..	New Orleans, La.	Mobile, Ala...	141	37
New Orleans and North-Eastern	New Orleans, La.	Meridian, Miss	196	44
New Orleans and North-western	Natchez, Miss..	Bastrop, La..	101	101
Vicksburg, Shreveport and Pacific..	Vicksburg, Miss	Shreveport, La.	172	172
Total.....			644	338

This company operates 26,003 miles of express routes and 338 miles in Louisiana.

VALUE OF EXPRESS PROPERTY IN LOUISIANA,

(At Stations) Exclusive of Land and Buildings.

Names of Places in Louisiana where Express Company has Stations.	Horses, Value of	Wagons and Harness, Value of	Safes and Chests, Value of	Office Furniture, Value of	Other Property, Value of	Total
New Orleans.....	\$3560 00	\$3970 00	\$310 00	\$2975 00	\$448 00	\$11563 00
Slidell.....					2 00	2 00
Pear River.....			35 00		2 00	37 00
Mounds.....			20 00		2 00	22 00
Tallulah.....			50 00		3 00	53 00
Rayville.....			100 00		34 00	134 00
Delhi.....			35 00		3 00	38 00
Girard.....			35 00		2 00	37 00
Calhoun.....					2 00	2 00
Chondrant.....			37 00		2 00	39 00
Simsboro.....			35 00		2 00	37 00
Ruston.....			1 00		19 00	20 00
Arcadia.....			40 00		4 00	44 00
Gibbs.....			40 00		6 00	46 00
Dubber y.....			25 00		2 00	27 00
Haughton.....			40 00		2 00	42 00
Sibley.....					2 00	2 00
California.....					2 00	2 00
West Monroe.....			40 00		1 00	41 00
Abita Springs.....					2 00	2 00
Covington.....					2 00	2 00
Maudeville.....			25 00		2 00	27 00
Oak Ridge.....			35 00			35 00
Wimsboro.....					4 00	4 00
Gilbert.....			40 00		2 00	42 00
Mangham.....					3 00	3 00
Florence.....			40 00			40 00
Clayton.....					3 00	3 00
Vidalia.....					2 00	2 00
Wisner.....			20 00		2 00	22 00
Bryant City.....					2 00	2 00
Archibald.....			20 00			20 00
Look Out.....			35 00		25 00	60 00
Total.....	\$3860 00	\$3970 00	\$1058 00	\$2975 00	\$589 00	\$12452 00

VALUE OF EXPRESS PROPERTY IN LOUISIANA.

(In Cars)

Name of Route	Safes and Chests, Value of	Other Property, Value of	Total
East Louisiana.....	\$ 27 00		\$ 27 00
New Orleans and Northwestern.....	50 00		50 00
Cincinnati and New Orleans.....	2,267 50		2,267 50
New Orleans and Montgomery.....	302 00		302 00
Ocean Springs and New Orleans.....	30 00		30 00
New Orleans and Nashville.....	241 50		241 50
New Orleans and Atlanta.....	60 00		60 00
Meridian and Shreveport.....	796 00		796 00
New Orleans and Oakdale.....	158 00		158 00
New Orleans and Knoxville.....	75 00		75 00
Chattanooga and Shreveport.....	120 00		120 00
Norfolk and New Orleans.....	80 00		80 00
Chattanooga and New Orleans.....	150 00	\$ 50 61	200 61
New Orleans and Meridian.....	34 50	33 76	68 26
Total	\$1,391 50	\$ 84 40	\$4,475 90

The above consists of property on through trains between points in the State of Louisiana and points out of the State.

INCOME ACCOUNT IN LOUISIANA.

Earnings from business in Louisiana.....	\$11,330 00
Expenses for business in Louisiana	13,575 35
Earned in Louisiana on inter-state business.....	19,153 62

There would be chargeable against this inter-state business
\$1,077.93 for office expenses, etc.

EARNINGS FROM OPERATION,

Total gross freight revenue, solely within the State.....	\$11,330 00
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OPERATING EXPENSES,

(State of Louisiana)

OPERATING EXPENSES—

Conducting Transportation.....	\$ 6,448 40
Station service	3,971 00
Train service—Messengers.....	1,367 21
Loss and damage	96 91

GENERAL EXPENSES—

Salaries of general and division officers.....	} \$ 1,074 45
Salaries of general and division employees	
General and division office expenses and supplies.....	
Stationery and printing.....	53 92
Taxes	563 46

Total.....	\$13,575 35
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Value of Express Property in Louisiana, (not included above)—Places in Louisiana where Express Company maintains general or division offices, New Orleans; Furniture, Value of \$128.00; Other Property, Value of \$90.00. Total, \$218.00.

Taking all the assets and all the liabilities—counting all the personal property used in the conduct of the business and including the real estate owned by the company and the cash assets—we consider that the 60,000 shares of interest should be worth twenty dollars (\$20.00) per share.

EMPLOYEES AND SALARIES,

(State of Louisiana)

CLASS	No.	Average No of Days Worked	Compensation	
			Total Yearly	Aver Daily
General and division officers...	1	25	\$ 3 000 00	\$ 8 22
General and division clerks and attendants	1	365	480 00	1 32
City office employees	25	365	15,433 15	1 69
Station agents, paid by commission	36	365	5,004 15	3 34
Messengers	28	365	24,018 15	2 35
All other employees and laborers	33	365	12 225 83	1 01
Total	124	2,190	\$ 60,161 28	\$ 14 97

GROSS RECEIPTS IN LOUISIANA FOR TRANSPORTATION.

CITY OR STATION (Messengers' Rec. ipts Added.)	Freight originating in Louisiana and destined to points in Louisiana
Abita Springs.....	\$ 195 10
Arcadia	670 16
Archibald.....	57 62
Bastrop.....	332 14
Calhoun.....	150 52
California.....	44 26
Chef Menteur.....	22 20
Chondrant.....	145 86
Clayton.....	89 40
Collinston.....	41 34
Covington.....	496 62
Delhi.....	496 60
Dubberly.....	89 66
Flor nce.....	73 38
Gibbs.....	477 48
Gilbert.....	106 48
Girard.....	139 36
Haughton.....	246 36
Lookout.....	329 64
Mand ville.....	286 48
Mangham.....	52 98
Monroe.....	820 06
Mound.....	53 16
New Orleans.....	3,673 66
Oak Ridge.....	189 46
Pearl River.....	46 70
Rayville.....	388 04
Ruston.....	962 56
Shreveport.....	1,570 02
Sibley.....	810 62
Simsboro.....	171 20
Slidell.....	468 58
Tallulah.....	196 74
Vidalia.....	66 46
West Monroe.....	127 20
Winnsboro.....	181 84
Wisner.....	59 40
Total.....	\$ 14,330 00

ANNUAL REPORT
OF THE
WELLS FARGO & COMPANY EXPRESS,
TO THE
RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1899.

HISTORY.

The Wells Fargo & Company Express was organized Jan. 26, 1872, under the laws of the State of Colorado. The incorporation of Wells Fargo & Company in Colorado was a consolidation of various interests: The Holladay Overland Mail and Express Company, the old Wells Fargo & Co., the Overland Mail Company and the Pioneer Stage Company. Wells Fargo & Company as now incorporated is a reorganization without change of name, the original incorporation having been effected under the laws of the State of New York in March, 1852.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
John J. Valentine.....	San Francisco, Cal	August 10, 1899
Oliver Eldridge	San Francisco, Cal	August 10, 1899
George E. Gray	San Francisco, Cal	August 10, 1899
Homer S. King.....	San Francisco, Cal	August 10, 1899
Henry E. Huntington	San Francisco, Cal	August 10, 1899
John Birmingham	San Francisco, Cal	August 10, 1899
Dudley Evans.....	New York City, N. Y.....	August 10, 1899
John J. McCook.....	New York City, N. Y.....	August 10, 1899
B. P. Cheney	Boston, Mass.....	August 10, 1899

Total number of stockholders at date of last election, 2057. Date of last meeting of stockholders for election of directors, August 11, 1898. Postoffice address of general office of the company, San Francisco, Cal. Postoffice address of general office in Louisiana, New Orleans, La. Jacob C. Stuart, general agent, New Orleans, La.

OFFICERS.

Names of Officers	Title	Location of Office
John J. Valentine	President	San Francisco, Cal.
George E. Gray	First Vice President	San Francisco, Cal.
Dudley Evans	Second Vice President, Manager Atlanta Department	New York, N. Y. . .
Aaron Stein	Secretary	San Francisco, Cal.
Homer S. King	Treasurer	San Francisco, Cal.
E. S. Pillsbury	General Counsel	San Francisco, Cal.
J. S. Bunnell	General Auditor	San Francisco, Cal.
A. Christeson	Manager Pacific Dep't. . .	San Francisco, Cal.
L. F. Rowell	Ass't Manager Pacific Dep't	San Francisco, Cal.
R. A. Wells	Manager Central Dep't . .	Kansas City, Mo. . .
G. A. Taft	Superintendent	Houston, Tex.
C. L. Mackenzie	Assistant Superintendent ..	Houston, Tex.
Jacob C. Stuart	General Agent	New Orleans, La. . .
John A. Hyde	Assistant Superintendent ..	Houston, Tex.

CAPITAL STOCK.

Number of shares authorized, 80,000.

Par value of shares	\$ 100 00
Total par value authorized	8,000 000 00
Less bank proportion	4,000,000 00
Express	4,000,000 00
Total amount issued and outstanding	80 000 shares
Dividends declared (rate, six per cent)	480,000 00

ROUTES OVER WHICH EXPRESS COMPANY OPERATES.

NAMES OF RAILROADS	TERMINALS		MILEAGE	
	From	To	Entire Line	In Louisiana
Erie System.....	New York.....	Chicago, Cincinnati.....	3187.01	.....
Santa Fe System.....	Chicago.....	Galveston Albuquerque.....	6384.44	.....
Southern Pacific.....	New Orleans.....	Ogden, Portland.....	6853.49	445 84
Kansas City, Pittsburg and Gulf.....	Kansas City.....	Port Arthur.....	833.00	248.03
Chicago Great Western.....	Chicago.....	Kansas City, Minneapolis.....	995.10	.....
St. Louis and San Francisco.....	St. Louis.....	Wichita, Paris.....	1 98.07	.....
St. Joseph and Grand Island.....	Kansas City.....	Grand Island.....	447.00	.....
Lines in Mexico.....	Various.....	Various.....	2816.10	.....
Santa Fe Pacific.....	Albuquerque.....	Mojave.....	818.00	.....
Colorado Midland.....	Colorado Springs.....	Grand Junction.....	323.00	.....
Rio Grande Western.....	Grand Junction.....	Ogden.....	328.00	.....
Colorado Southern.....	Denver.....	Boulder, Texas line.....	1141.15	.....
Ft. Worth and Denver City.....	Ft. Worth.....	Boulder, Texas line.....	452.10	.....
Choctaw, Oklahoma and Gulf.....	Weatherford.....	Houston.....	293.00	.....
Omaha, Kansas City and Eastern.....	Quincy.....	Omaha.....	96.00	62 3
Shreveport and Red River Valley.....	Shreveport.....	Shreveport.....	.....	40.
Houston and Shreveport.....	Logansport.....	Shreveport.....	12513.52	.....
Various other lines of more or less import.....	.....	.....	.....	.....
Total.....	.....	.....	.....	795.67

VALUE OF EXPRESS PROPERTY IN LOUISIANA,
(At Stations.) Exclusive of Land and Buildings.

Names of Places in Louisiana where Express Company has Stations	Horses, Value of	Wagons and Harness, Value of	Safes and Chests, Value of	Office Furniture, Value of	Other Property, Value of	Total
Abbeville			\$ 38 75		\$ 18 24	\$ 56 99
Adeine					2 34	2 34
Alexandria			48 75	\$ 4 00	4 72	57 47
Algiers					4 78	4 78
Arnaudville					3 43	3 43
Baldwin			30 00		10 80	40 80
Bayou Sale			30 00		13 23	43 23
Blanchard					3 80	3 80
Bents					4 30	4 30
Bowie					2 46	2 46
Broussard			30 00		20 05	50 05
Boutelle					2 43	2 43
Breaux Bridge					2 43	2 43
Carencro			30 00		4 12	34 12
Chacahoula					3 78	3 78
Cheneyville			32 50		9 00	42 30
Crowley			60 00		5 77	65 77
Cypremont					2 50	2 50
Coushatta					3 43	3 43
Cade					3 43	3 43
Camp					2 48	2 48
De Quincey					32 10	32 10
Des Allemands			25 00		27 10	52 10
Duson					3 37	3 37
De Ridder					2 43	2 43
Des Arc					3 43	3 43
Edgerly					3 32	3 32
Fola			30 00		3 75	33 75
Erath					2 65	2 65
Eunice					3 51	3 51
East Point					2 43	2 43
Elm Grove					2 43	2 43
Franklin			40 00	1 00	11 12	52 12
Frierson					3 46	3 46
Gibson					2 00	2 00
Gaydon			20 75		3 35	24 10
Hornbeck					13 34	13 34
Houma			50 00		21 10	71 10
Iota					2 31	2 31
Iowa					2 75	2 75
Jeannette			30 00		4 17	34 17
Jennings					19 10	19 10
Keachie					2 43	2 43
Keithville					2 46	2 46

VALUE OF EXPRESS PROPERTY IN LOUISIANA,

(At Stations) Exclusive of Land and Buildings.—Continued.

Names of Places in Louisiana where Express Company has Stations.	Horses, Value of	Wagons and Harness, Value of	Saddles and Chests, Value of	Office Furniture, Value of	Other Property, Value of	Total
Lafayette			\$ 30 00	\$ 15 50	\$ 44 90	\$ 90 40
Lafourche					14 40	14 40
Lake Charles	\$ 160 00	\$ 259 30	65 35	32 41	122 98	640 04
LeCompte					2 50	2 50
Leesville					2 34	2 34
Logansport			20 00		4 43	24 43
Mansfield			27 50		5 08	32 58
Many			27 00		14 50	41 50
Mermontau					3 65	3 65
Mooringport					3 78	3 78
Morgan City			47 00	41 10	27 31	115 41
New Iberia		144 00	70 00		26 53	240 53
* New Orleans	948 50	2322 50	285 00	750 00	212 50	4519 40
Neame			18 75		22 36	41 11
Opelousas					15 63	15 63
Patterson					5 13	5 13
Pickering					3 43	3 43
Raceland			29 50		32 35	61 85
Rayne					42 10	42 10
Rodessa					2 80	2 80
St. Martinsville			45 00		9 50	54 50
Schriever					51 10	51 10
Scott			27 00		3 25	30 25
Shreveport	200 00	351 00	82 00	42 00	205 42	880 42
Sunset			30 00		8 45	38 45
Sulphur Mine					2 32	2 32
Thibodeaux			30 00		5 72	35 72
Trilby					2 00	2 00
Vinton					3 41	3 41
Vivian					2 80	2 80
Washington			30 00		7 27	37 27
Welsh					4 10	4 10
West Lake					3 43	3 43
Zwolle					2 77	2 77
Converse					2 37	2 37
Myrtis					2 43	2 43
Total	\$1358 50	\$3076 80	\$1359 85	\$ 886 91	\$ 1227 50	\$ 7659 56

* General office included.

VALUE OF EXPRESS PROPERTY IN LOUISIANA,
(In Cars.)

Name of Route	Safes and Chest, Value of	Other Property, Value of	Total
DeQuincey and Lake Charles.....	\$ 16 50	\$ 11 50	\$ 28 00
* Houston and New Orleans.....	120 00	142 50	262 50
Lafayette and Alexandria.....	20 00	26 65	46 65
* Mena and Port Arthur.....	105 00	199 40	304 40
Shriever and Houma.....	20 00	4 00	24 00
Baldwin and Cypremore.....	20 00	5 10	25 10
Cade and Arnaudville.....	20 00	2 60	22 60
New Iberia and Abbeville.....	17 50	.....	17 50
Eunice and Gueydon.....	20 00	.....	20 00
Shreveport and Campti.....	15 00	7 05	22 05
Total.....	\$ 374 00	\$ 398 80	\$772 80

* Interstate route—Cannot segregate value accruing for Louisiana.

CURRENT ASSETS AND LIABILITIES,

(Entire Line.)

ASSETS—

Cash	\$590,516 36
Due from agents.....	124,698 68
Total	\$715,215 04

LIABILITIES—

Loans and bills payable	\$322,958 63
Miscellaneous.....	242,847 05
Balance	149,409 36
Total	\$715,215 04

EARNINGS FROM OPERATION,

(Entire Line.)

Total gross freight revenue.....	\$8,163,030 17
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OPERATING EXPENSES,

	Entire Line	State of Louisiana
CONDUCTING TRANSPORTATION—		
Station service	\$ 1,411,620 10	\$ 59,825 30
Train service—Messengers.....	445 783 43	13,440 00
Loss and damage	120,056 28	1,786 58
Rent of buildings and other property.....	201,131 12	3,952 14
Stable, (wages of drivers and hostlers, feed of horses, harness and wagon repairs, hire of buildings, shoeing.)	773,620 60	In station service
GENERAL EXPENSES—		
Salaries of general and division officers	174,480 10	15,717 90
Salaries of general and division employees.....	177,265 80	480 00
General and division office expenses and supplies	204,288 59	3,480 00
Insurance	8,897 94	246 56
Legal expenses, included in loss and damage account		
Stationery and printing.....	81,163 79	3,990 50
Premium and discount.....	19,053 13	210 10
Taxes.....	75,464 29	2,112 70
Personal property.....	90,299 33	2,168 00
Total.....	\$ 3,783,189 50	\$ 107,415 78

INCOME ACCOUNT,

(Entire Line.)

Gross earnings from operation	\$8,163,030 17
Less operating expenses	\$3,783,189 50
Payments to railroads	8,832,935 20— 7,616,121 70
Income from operation	\$ 546,905 47

Value of Express Property in Louisiana, (not included above)—Places in Louisiana where Express Company maintains general division offices, New Orleans, included in stations report.

Lands and Buildings owned by Express Company in Louisiana, where located, Houma; Value of Land, Leased; Value of Building, \$475.00; Lake Charles, Value of Land, Leased; Value of Building, \$450.90. Total, \$925.90.

BALANCE SHEET,

(Entire Line.)

ASSETS—June 30, 1899.

Cash	\$590,516 36
Due from agents.....	124,698 63
Total.....	<u>\$715,215 04</u>

LIABILITIES—June 30, 1899.

Bills payable (money orders to be presented)...	\$322,958 63
Cash advances made by company's agents ahead of accounts amounts applying to future ac counts and audited vouchers	\$293,652 78
Less monthly current balances of agents and others due company.....	35,571 30
Total.....	<u>\$258,031 48</u>
Less balances due by U. S. Government	15,234 43—
Balance.....	<u>242,847 05</u>
Total.....	<u>\$715,215 04</u>

EMPLOYEES AND SALARIES.

(Entire Line.)

CLASS	No.	Average No. of Days Worked.	Compensation	
			Total Yearly	Aver. Daily
General and division officers...	72	365	174,480 00	6.64
General and division office clerks and attendants.....	254	365	177,265 80	1.91
City office employees	3339	365	525,760 95	.67
Station agents, paid by com- mission.				
Messengers	871	365	531,840 00	1.67
All other employees and laborers	1979	365	1,072,789 15	1.49
Total	6515	365	\$2,742,135 90	1.17

EMPLOYEES AND SALARIES.

(State of Louisiana.)

CLASS	No.	Average No. of Days Worked.	Compensation	
			Total Yearly	Aver. Daily
General and division officers...	3	365	\$ 4,800 00	4.38
General and division clerks and attendants.....	1	365	480 00	1.31
City office employees	26	365	18,420 00	1.92
Station agents, paid by commis- sion	78	365	19,489 70	.71
Messengers	18	365	13,440 00	2 04
All other employees and laborers	9	365	2,442 00	.66
Total	135	365	\$58,891 70	119

GROSS RECEIPTS IN LOUISIANA FOR TRANS- PORTATION.

CITY OR STATION. (Messenger's Receipts Added.)	Freight originating in Louisiana and passing outside of the State.	Freight originating outside the State and destined to points in Louisiana	Freight originating in Louisiana and destined to points in Louisiana.	Total
Abbeville.....	\$ 44 10	\$ 168 60	\$ 893 80	\$ 1,106 50
Adeline.....	20 76	35 88	183 98	240 62
Alexandria.....	95 28	427 44	163 84	686 56
Algiers.....	58 38	247 72	291 13	587 23
Arnaudville.....	24	3 12	131 84	135 20
Baldwin.....	27 30	92 52	367 3	487 20
Bayou Sale.....	20 46	136 92	325 41	482 79
Blanchard.....	59 70	9 66	43 59	103 95
Bonf.....	7 20	19 14	190 95	217 29
Bowie.....	55 20	43 86	637 05	736 11
Broussard.....	26 04	33 78	252 01	311 83
Boutte.....	60	4 20	78 04	82 84
Breaux Bridge.....	4 44	11 40	188 75	204 59
Carencro.....	1 44	18 48	195 78	215 70
Cade.....	2 76	11 40	64 43	78 59
Chacaloula.....	18 46	10 08	114 26	135 80
Cheneyville.....	7 08	46 74	118 94	172 76
Crowley.....	195 65	765 90	1,716 16	2,677 72
Cypremont.....	1 50	7 44	274 79	283 73
Converse.....	5 70	15 42	141 73	162 85
Coushatta.....	46 08	67 44	512 30	632 82
Des Allemandes.....	1,994 52	9 24	209 45	2,213 21
Des Arc.....	72	1 33	57 70	59 74
Duson.....	.....	96	10 78	11 74
De Quincy.....	12 60	43 32	120 86	176 78
De Ridder.....	4 26	44 94	63 24	117 44
Edgerly.....	10 74	31 74	37 78	80 26
Elm Grove.....	3 12	43 74	148 54	195 40
Eola.....	10 44	38 94	416 23	465 61
East Point.....	1 86	7 14	150 01	159 01
Erath.....	6 24	33 54	298 71	338 49
Eunice.....	5 22	51 84	344 46	401 52
Edgewood.....	8 82	11 16	39 70	59 68
Frierson.....	7 38	8 94	31 30	47 62
Franklin.....	113 04	3 8 38	1,100 97	1,572 39
Gibson.....	6 00	36 90	152 01	194 91
Glencoe.....	1 50	8 70	77 23	87 43
Gueydan.....	23 04	105 96	266 83	395 83
Houma.....	7,853 14	1,370 98	1,515 60	10,641 72
Hornbeck.....	50 34	296 16	496 89	843 39
Iota.....	3 66	15 36	52 87	71 89
Iowa.....	55 98	19 98	29 65	105 61
Jeannette.....	47 52	314 16	1,301 01	1,692 69
Jennings.....	121 56	410 82	429 95	962 33

GROSS RECEIPTS IN LOUISIANA FOR TRANSPORTATION—Continued.

CITY OR STATION. (Messenger's Receipts Added.)	Freight originating in Louisiana and passing outside of the State.	Freight originating outside the State and destined to points in Louisiana	Freight originating in Louisiana and destined to points in Louisiana.	Total
Keachie	\$ 11 76	\$ 45 90	\$ 198 37	\$ 256 53
Keithville	2 52	8 04	12 00	22 56
Lafayette	151 50	3 10	1,148 57	1,610 75
Lafourche	23 28	38 28	117 43	178 99
Lake Charles	847 44	1,032 06	2,297 26	4 176 66
LeCompte	7 08	20 88	196 77	224 73
Logansport	49 92	71 24	397 31	528 47
Leesville	160 44	412 32	609 72	1,182 48
Mansfield	20 04	59 58	235 33	314 95
Many	73 08	191 46	767 41	1,032 55
Mermentau	57 18	78 48	176 79	312 45
Mooringsport	7 74	22 32	73 07	103 13
Morgan City	17,730 72	1,361 46	799 36	19,891 54
Myrtis	10 62	113 94	31 30	155 86
Neame	70 44	327 90	476 63	874 97
New Iberia	257 82	770 88	2,416 88	3 445 58
New Orleans	17,408 10	20,717 34	19,125 17	57,250 61
Opelousas	93 66	378 54	1,115 76	1,587 96
Patterson	45 78	229 58	1,102 71	1,278 17
Pickering	48 96	186 84	504 52	744 32
Raceland	44 76	95 70	728 65	869 11
Rayne	47 46	102 42	512 13	662 01
Rodessa	3 63	14 40	58 40	76 46
St. Martinsville	37 02	109 80	371 53	518 35
Schriever	15 48	67 38	217 03	299 89
Scott	6 42	12 18	82 77	10 37
Shreveport	1,866 06	2,549 34	1,782 41	6,203 81
Sunset	19 56	55 38	98 04	1 055 37
Sulphur Mine	15 18	38 88	98 14	152 20
Thibodaux	132 06	482 04	866 02	1,480 12
Trilby	1 38	102 22	103 60	103 60
Vinton	13 08	74 46	141 82	229 36
Vivian	16 20	46 20	173 93	216 33
Washington	22 38	106 20	412 51	541 09
Welsh	30 24	40 74	281 92	352 90
West Lake	54 00	194 28	190 50	438 78
Zwolle	19 66	93 60	278 08	391 54
Totals	\$50,448 18	\$ 35,833 56	\$53,171 16	\$139,452 90

APPENDIX "H."

ANNUAL REPORTS OF RAILROADS

TO THE

Railroad Commission of Louisiana,

For the Year Ending June 30, 1900.

ANNUAL REPORT.
OF THE
Arkansas Southern Railroad Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1900.

Length of main track, 56 miles.

OFFICERS.

J. W. Brown, Camden, Ark., President. C. E. Nuley, St. Louis, Mo., Vice President. C. C. Henderson, Ruston, La., Secretary. W. K. Ramsey, Camden, Ark., Treasurer. C. C. Henderson, Ruston, La., General Manager. J. S. Cargile, Cargile, Ark., General Superintendent. R. N. Garrett, Cargile, Ark., General Passenger Agent. C. E. Nuley, St. Louis, Mo., General Freight Agent. J. B. Moore, Arkadelphia, Ark., General Attorney. W. R. Smith, Ruston, La., Chief Engineer. H. Volz, Ruston, La., Superintendent of Telegraph.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
C. C. Henderson.....	Ruston, La.....	January 19th, 1901.
C. E. Nuley.....	St. Louis, Mo.....	January 19th, 1901.
R. W. Hill.....	.....	January 19th, 1901.
J. B. Moore.....	Arkadelphia, Ark.....	January 19th 1901.
W. K. Ramsey.....	Camden, Ark.....	January 19th, 1901.
J. S. Cargile.....	Cargile, Ark.....	January 19th. 1901.
W. W. Brown.....	.....	January 19th, 1901.
J. W. Brown.....	Camden, Ark.....	January 19th 1901.
M. A. Brown.....	.....	January 19th, 1901.
T. J. Gaughan.....	.....	January 19th, 1901.
R. N. Garrett.....	Cargile, Ark.....	January 19th, 1901.

Total number of stockholders at date of last election, 11.
Date of last meeting of stockholders for election of officers,
January 19, 1900. Postoffice address of General Office in
Louisiana, Ruston, Louisiana.

CAPITAL STOCK.

Number of shares 700.

Amount of preferred stock.....\$700,000 00

DESCRIPTION OF FLOATING DEBT.

Bills payable.....	\$114,610 02
Pay rolls.....	3,343 62

Total	\$117,953 64
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Estimated value of road-bed, including track, bridges and right-of-way.....	\$700,000 00
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DESCRIPTION OF BONDED DEBT.

Mortgage gold bonds	\$700,000 00
Equipment notes on ten box cars	2,822 00

DESCRIPTION OF ROAD.

Total length of single main track, 56 miles; cost \$690,562.74. Total length of single main track in Louisiana, 39 miles; cost \$510,496.57. Total miles of track fenced in Louisiana, 10 miles; cost \$1,183.77.

GRADE CROSSINGS.

Number of grade crossings in Louisiana, 18 with crossing boards.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 5. Passenger cars, 3. Combination cars, 1; value \$1,000.00. Baggage cars, 2. Caboose, 10; value \$3,500.00. Freight cars, 15.

DESCRIPTION OF TRACK TOOLS, ETC.

Scales, 1; value \$1,000.00. Water tanks, 2; value \$1,200.00. Pump houses, 1; value \$500.00.

DESCRIPTION AND VALUE OF REAL ESTATE IN LOUISIANA.

Town lots, valued at \$5,000.00.

MISCELLANEOUS.

Miles of telegraph, 5; value \$2,500.00. Office furniture, value \$500. Other property not enumerated, \$1,000.00. Total value, \$4,000.00.

GENERAL EXHIBIT.

Total gross earnings.....	\$138,230 67
Total expenses.....	56,904 61
Net earnings.....	\$ 81,325 76
Interest accruing and paid during the year	\$ 35,000 00
Interest on funded debt.....	35,000 00

INCOME ACCOUNT.

Total income from all sources.....	\$ 78,600 37
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GENERAL BALANCE SHEET.

Debits	Amount	Credits	Amount
Cost of road	\$ 722,062 74	Capital stock.....	\$ 7 0,000 00
Miscellaneous	671,765 2	Funded debt	702,828 00
Total.....	\$ 1,402,828 00	Total.....	\$ 1,402,828 00

NET EARNINGS DURING YEAR. (Entire Line.)

Freight, \$111,732.58. Passenger, \$22,791.64. Express, \$684.48. Mail, \$1,184.73. Telegraph, \$1,607.64. Other sources, \$229.60. Total gross earnings for the year, \$138,230.00.

EXTENSIONS AND IMPROVEMENTS MADE DURING THE YEAR.

Line constructed from Junction City, Arkansas, to Ruston, Louisiana, cost \$528,896.57.

Amount expended for new rolling stock during the year, \$8,000.000.

ACCIDENTS.

One employee killed.

ANNUAL REPORT
OF THE
Avoyelles Railroad Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1900.
Length of main track, 34.32 miles. All in Louisiana.

OFFICERS.

Walker B. Spencer, New Orleans, La., President. H. Flanders, Marksville, La., Vice President. Charles P. Cocke, New Orleans, La., Secretary. Albert Strouss, New York, Treasurer. H. Flanders, Marksville, La., General Manager. C. J. Carpenter, Marksville, La., General Freight Agent.

Total number of stockholders at date of last election, 9. Date of last meeting of stockholders for election of officers, January, 1900. Postoffice address of General Office in Louisiana, Marksville, Louisiana. Names of General officers connected with general office in Louisiana, W. B. Spencer, New Orleans, President. H. Flanders, Marksville, La., Vice President and General Manager. C. J. Carpenter, G. F. A., and Auditor, Marksville, La.

CAPITAL STOCK.

Number of shares, 1,500.

Amount of common stock.....	\$150,000 00
Total amount of stock paid in.....	150,000 00

DESCRIPTION OF BONDED DEBT.

First mortgage bonds, five per cent.....	\$150,000 00
Income bonds, five per cent.....	200,000 00

Total.....	\$350,000 00
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Estimated value of road-bed, including track, bridges and right-of-way.....	\$100,000 00
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DESCRIPTION OF ROAD.

Total length of single main track, 34.32 miles. Total length of sidings, 3 miles. Total miles of steel rails and weight laid in Louisiana during the year, and cost, 8.85; cost \$3,500.00.

Number of grade crossings in Louisiana, 91.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 3; value \$4,500.00. Passenger cars, 1; value

\$1,500.00. Combination cars, 1; value \$1,500.00. Total value of rolling stock, \$7,500.00

DESCRIPTION OF TRACK TOOLS, ETC.

Shovels, 50; value \$35.00. Picks, 25; value \$10.00. Water tanks, 2; value \$1,000.00. Pump houses, 1; value \$200.00. Shop tools, value, \$250.00. All other tools, value \$100.00. Total value \$1,595.00.

DESCRIPTION AND VALUE OF REAL ESTATE IN LOUISIANA.

Buildings, 7; value \$5,550.00.

MISCELLANEOUS.

Office furniture, \$500.00.

GENERAL EXHIBIT.

Total gross earnings.....	\$50,704 48
Total expenses.....	38,877 25
Net earnings.....	\$11,827 23
Interest accruing during the year.....	\$10,000 00
Taxes and insurance paid during the year.....	3 592 32
Dividends declared.....	15,000 00

INCOME ACCOUNT.

Income from earnings.....	\$11,827 23
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GENERAL BALANCE SHEET.

Debits	Amount	Credits	Amount
Cost of road.....	\$ 500,000 00	Capital stock.....	\$ 150 000 00
Cost of fixtures.....	2,541 80	Funded debt.....	350,000 00
Office furniture.....	61 44	Interest on income bonds.....	10,000 00
General stores.....	413 56	Loans and bills payable.....	3,757 46
Due from Co's Inds....	1,055 24	Pay rolls not paid....	1,911 90
Due from station agents	109 20	Vouchers not paid.....	65
Cash on hand.....	1,104 18	Cotton drayage.....	213 45
Profit and loss.....	10,540 04	Freight in transit.....	22 00
Total.....	\$ 515,905 46	Total.....	\$ 515,905 46

NET EARNINGS DURING YEAR.

Freight, \$39,968.79. Passenger, \$7,887.68. Express, \$588.72. Mail, \$1,811.24. Total \$50,704.48.

ANNUAL REPORT

OF THE

Chicago, St. Louis & New Orleans Railroad Company,

(Operated by the Illinois Central Railroad)

TO THE

RAILROAD COMMISSION OF LOUISIANA.

For the year ending June 30, 1900.

OFFICERS.

Stuyvesant Fish, New York, President. John C. Well-
ing, Chicago, Ill., Vice President. J. T. Harahan, Chicago.
Ill., Second Vice President. J. F. Wallace, Chicago, Ill.,
Asst. Second Vice President. A. G. Hackstaff, New York.
Secretary. E. T. H. Gibson, New York, Treasurer. A. W.
Sullivan, Chicago, Ill., General Superintendent. A. H. Hanson,
Chicago, Ill., General Passenger Agent. W. M. Rhett, New
Orleans, La., General Freight Agent. B. F. Ayer, Chicago.
Ill., General Council. J. M. Dickinson, Chicago, Ill., General
Attorney. David Sloan, Chicago, Ill., Chief Engineer. G. M.
Dugan, Chicago, Ill., Superintendent of Telegraph. H. C.
Clark, New Orleans, La., General Agent.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
Stuyvesant Fish.....	New York.....	October, 1900.
A. Baldwin.....	New Orleans, La.....	October, 1900.
E. T. H. Gibson.....	New York.....	October, 1900.
A. G. Hackstaff.....	New York.....	October, 1900.
J. T. Harahan.....	Chicago, Ill.....	October, 1900.
C. H. Wenham.....	New York.....	October, 1900.
J. Hill.....	St. Louis, Mo.....	October, 1900.
N. Hill.....	Memphis, Tenn.....	October, 1900.
H. McCluskey.....	New Orleans, La.....	October, 1900.
N. P. Moss.....	Clinton Ky.....	October, 1900.
J. C. Neely.....	Memphis, Tenn.....	October, 1900.
R. P. Neely.....	Bolivar, Tenn.....	October, 1900.
N. R. Sledge.....	Como, Miss.....	October, 1900.
W. P. Robertson.....	Jackson, Tenn.....	October, 1900.
L. Foote.....	Canton, Miss.....	October, 1900.
C. F. Vance.....	Memphis, Tenn.....	October, 1900.
John C. Welling.....	Chicago, Ill.....	October, 1900.
C. A. Peabody, Jr.....	New York.....	October, 1900.
M. Gillespie.....	Memphis, Tenn.....	October, 1900.
R. W. Millsaps.....	Jackson, Miss.....	October, 1900.
Tim E. Cooper.....	Memphis, Tenn.....	October, 1900.

Number of stockholders at date of last election, 22. Date of last meeting of stockholders for the election of officers, October, 4, 1899. Postoffice address of General Office, New Orleans, Louisiana. H. C. Leake, General Agent. R. S. Charles, Local Treasurer. W. M. Rhett, General Freight Agent.

CAPITAL STOCK.

Amount of stock, \$10,000,000.00.

DESCRIPTION OF BONDED DEBT.

C. St. L. & N. O. R. R., 566.16 miles.

Miss. Cent. R. R., 2d mortgage bonds, due 1881..\$	100 00	
Miss. Cent. R. R., 1st mortgage bonds, of 1884....	2,000 00	
Miss. Cent. R. R., 2d mortgage bonds, of 1886....	1,900 00	
N. O. J. & G. N. R. R. 1st mortgage bonds, of 1886	2,000 00	
C. St. L. & N. O. R. R. 2d mortgage bonds, of 1907	80,000 00	
C. St. L. & N. O. R. R. 5 per cent gold bonds, of 1951	16,553,000 00	
C. St. L. & N. O. R. R., 3½ per cent gold bonds, of 1951	1,359,000 00	\$18,000,000 00
M. & T. R. R., 4 per cent 1st mortgage bonds, of 1951	100 miles	3,500,000 00

C. O. & S. W. Properties, 578.72 miles.

Mortgage lien securing Ill. Cent. bonds	21,388,000 00	
Income bonds	10,000,000 00	31,388,000 00
Cario bridge bonds 5 per cent 1st mortgage of 1950		3,000,000 00
Total		\$55,888,000 00

DESCRIPTION OF ROAD.

Total length of single main track, 1,244.38 miles. Total length of single main track in Louisiana, 87.74 miles. Total length of sidings, 415.49 miles. Total length of sidings in Louisiana, 40.28. Total miles of track fenced in Louisiana, 4.27 miles.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 163. Passenger cars, 79. Officers' cars, 4. Dining cars, 2. Baggage cars, 49. Caboose, 102. Freight cars, closed, 2,320. Flat cars, 608. Gondola cars, 1,364. Stock cars, 221. Construction cars, 79. Wrecking cars, 12. Pile driver, 6. Other rolling stock, 9. Total number of cars, locomotives, etc., 5,018. Total value, \$1,516,150.00. Proportion for Louisiana, (Assessed at) \$106,818.00

VALUE OF REAL ESTATE IN LOUISIANA.

Total value of real estate in Louisiana, \$1,175,830 00.

MISCELLANEOUS.

Office furniture, \$4,500.00.

GENERAL EXHIBIT.

Total gross receipts	\$11,632,083 85
Total expenses	8,307,776 50

Net receipts	\$ 3,324,307 35
Interest and rents accruing during the year	\$ 2,421,089 70

INCOME ACCOUNT.

Income from receipts	\$ 1,322,307 35
Disposition of income for Louisiana	236,074 32

GENERAL BALANCE SHEET.

Debits	Amount	Credits	Amount
Cost of bond, U. S. L. & N. O. R. R.		Capital stock	\$ 20,000,000 00
Cost interest and bonds at par	\$ 25,000,000 00	Bonded debt	
Cost of permanent improvements and land since July 1, 1893	1,552,581 30	Acc. int. U. S. L. & N. O. R. R., 1896, 1897	18,000,000 00
M. & T. R. R.		Account M. & T. R. R.	3,700,000 00
Cost of bonds at par	2,500,000 00	Account U. S. L. & N. O. R. R.	
Cost of permanent improvements and land since April 1, 1892	173,752 82	Properties, 1897	
U. S. L. & N. O. R. R. Properties		Mortgage	21,288,000 00
Cost of bonds at par	31,288,000 00	Income	10,000,000 00
Cost of mortgage bonds	2,670,000 00	Carro bridge	3,000,000 00
Cost of mortgage bonds	2,670,000 00	Current exp.	1,888,228 75
Total	\$ 67,554,438 75	Total	\$ 67,554,438 75

ACCIDENTS.

Employees killed, 7. Others, 10. Employees injured, 8. Others, 8. Total killed, 17. Total injured, 16.

ANNUAL REPORT

OF THE

East Louisiana Railroad Company,

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1900.

OFFICERS.

Frank B. Hayne, New Orleans, La., President. N. G. Pearsall, Covington, La., Vice President and General Manager. W. J. Poitevent, Covington, La., Secretary. C. K. Mullings, Covington, La., Acting Treasurer and Auditor. Farrar, Jonas, Kruttschnitt & Gurly, New Orleans, La., General Attorneys.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
Frank B. Hayne	New Orleans, La.....	July 13, 1900
N. G. Pearsall	Covington, La.....	July 13, 1900
W. J. Poitevent.....	Pearlington, Miss.....	July 13, 1900
Eads Poitevent	Covington	July 13, 1900
A. H. Swanson.....	New Orleans, La.....	July 13, 1900

Total number of stockholders at date of last election, 3,403. Date of last meeting of stockholders for election of officers, July 13, 1899. Postoffice address of General office, Covington, La. Postoffice address of General office in Louisiana, Covington, La.

CAPITAL STOCK.

Number of shares, 3600.

Amount of common stock	\$360,000 00
Total amount of stock paid in	340,300 00
Amount of stock owned by residents of Louisiana.....	5,500 00
Total cash paid to Company on account of original capital stock.	340,300 00

DESCRIPTION OF FLOATING DEBT.

Amount of assets	\$ 52,690 63
Amount of liabilities	94,759 15
Estimated value of road-bed, including track, bridges and right-of-way	291,322 30

DESCRIPTION OF ROAD.

Total length of single main track, 36 miles. Total length of sidings, 10.47 miles. Total miles of steel rails and weight laid in Louisiana during the year, 35 and 60 pounds; 46.47 miles. Total cost \$291,322.30. All in Louisiana.

GRADE CROSSINGS.

Number of grade crossings in Louisiana, 12. Caution at each for the prevention of accidents, sign boards. Number of bridges in Louisiana, 65.

BRANCHES CONSTRUCTED IN LOUISIANA DURING THE YEAR.

Baker Log Switch, extension, .76 miles. River Switch, .08 miles. Babington & Co., Covington, La., Spur, .05 miles. Two spurs to shops, .08 miles.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 4. Passenger cars, 4. Combination cars, 4. Baggage cars, 2. Caboose, 2. Box cars, 9. Flat cars, 4. Stock cars, 2. Pile drivers, 1. Hand cars, 11. Logging cars, 25. Total 68. Cost, \$93,712.38.

DESCRIPTION OF TRACK TOOLS, ETC.

Shovels, 48. Picks, 24. Water tanks, 2. Other tools cost, \$2,000.00. Total cost of all tools, \$2,042.00

DESCRIPTION AND VALUE OF REAL ESTATE IN LOUISIANA.

Buildings, 4. Value, \$4,800.00.

MISCELLANEOUS.

Miles of Telegraph 48; value \$5,779.76. Office furniture, 1; value \$10.00. Total 49; value \$5,789.76.

GENERAL EXHIBIT.

Total gross earnings	\$91,460 67
Total expenses	57,066 77
Net earnings	34 393 95
Interest accruing during the year	6,186 37

INCOME ACCOUNT.

Income from earnings \$34,393 95
 Total income from all sources..... 34,393 95

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1900.

Debits	Amount	Credits	Amount
Cost of line.....	\$291,322 20	Capital stock.....	\$340,300 00
Cost of fixtures.....	93,712 38	Current liabilities.....	94,759 15
Cash and current assets ..	45,931 99	Profit and loss.....	2,666 16
Material and supplies.....	6,758 64		
Total.....	\$437,725 31	Total.....	\$437,725 31

GROSS EARNINGS DURING THE YEAR.

Freight, \$63,076.94. Passenger, \$23,706.51. Express, \$1,014.19. Mail, \$1,728.04. Telegraph, \$1,026.16. Other sources, \$908.83. Total, \$91,460.67.

CONTRACTS AND LEASES.

Contract with N. O. & N. E. R. R. Co., for use of "Y" at Pearl River, La., Station for purpose of turning engines and trains.

ACCIDENTS.

White man lying on track drunk was run over by light engine No. 6, March 18, 1900.

ANNUAL REPORT
OF THE
Houston and Shreveport Railroad Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1900.

OFFICERS.

John B. Dennis, President. James Byrne, Secretary. John B. Dennis, Treasurer. N. L. Meldrum, General Manager. E. B. Cushing, General Superintendent. William Doherty, General Passenger Agent. W. H. Taylor, General Freight Agent. James Appleby, Auditor. W. H. Wise, General Attorney. D. S. Galligher, General Agent.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
John B. Dennis.....	33 Wall St., New York.	When successors are elected
James Byrne.....	30 Broad St., New York	When successors are elected
W. H. Wise.....	Shreveport, La.....	When successors are elected
E. B. Herndon.....	Shreveport, La.....	When successors are elected
D. L. Gallagher.....	Houston, Texas.....	When successors are elected
E. B. Cushing.....	Houston, Texas.....	When successors are elected
R. L. Lovett.....	Houston, Texas.....	When successors are elected

Date of last meeting of stockholders for election of officers, December, 1899. Postoffice address of General office, Houston, Texas. Postoffice address of General office in Louisiana, Shreveport, La. Officers connected with the General office in Louisiana, W. H. Wise, D. L. Galligher.

CAPITAL STOCK.

Number of shares, 4,000.

Amount of common stock.....\$400,000 00

DESCRIPTION OF BONDED DEBT.

First mortgage, six per cent gold.....\$150,000 00

DESCRIPTION OF FLOATING DEBT.

Amount of funded debt.....	\$150,000 00
Amount of assets.....	22,535 86
Amount of liabilities.....	37,350 92
Estimated value of road-bed, including track, bridges and right-of-way	240,000 00

DESCRIPTION OF ROAD.

Total length of single main track in Louisiana, 40 miles.
Total length of sidings, 3.1 miles.

DESCRIPTION OF TRACK TOOLS, Etc.

Shovels, 30. Picks, 15. Scales, 4. Water tanks, 2. Pump
houses, 1.

DESCRIPTION AND VALUE OF REAL ESTATE IN
LOUISIANA.

Town lots, 4; value, \$4,000.00. Buildings, 5; value,
\$2,500.00.

MISCELLANEOUS.

Miles of telegraph, 40; value, \$3,000.00.

GROSS EARNINGS.

Freight, \$113,462.82. Passenger, \$22,027.51. Express,
\$3,448.13. Mail, \$3,741.37. Telegraph, \$1,035.00. Other
sources, \$997.12. Total, \$144,711.95. All apportioned to
Louisiana.

Number of tons of freight carried one mile in Louisiana,
5,018,499. Average amount received per ton per mile in Lou-
isiana, 2.2 cents. Number of miles run by freight trains in
Louisiana, 35,200. Number of passengers carried one mile in
Louisiana, 921,295. Amount received per passenger per mile
in Louisiana, 2.39. Number of miles run by passenger trains
in Louisiana, 31,640. Average distance each ton of freight
was hauled in Louisiana, 39.33. Average distance traveled by
each passenger in Louisiana, 31.07.

GENERAL EXHIBIT.

Total gross earnings.....	\$144,711 95
Total expenses.....	100,418 32
Net earnings.....	\$ 44,293 63
Interest accruing during the year.....	\$ 9,000 00
Interest paid during the year.....	9,000 00
Interest on funded debt.....	9,000 00

INCOME ACCOUNT.

Income from earnings\$44,293 63
 Income from other sources..... 29,152 03

Total income from all sources.....\$73,445 66

All apportioned to Louisiana.

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1900.

Debits	Amount	Credits	Amount
Cost of road	\$550,000 00	Capital stock.....	\$400,000 00
Investment	512 80	Funded debt.....	150,000 00
Cash assets.....	22,535 86	Current liabilities ...	37,350 92
Profit and loss.....	21,740 42	Accrued interest un-	
		paid.....	4,500 00
		Accrued taxes	2 937 86
Total	\$594,788 78	Total.....	\$594,788 78

ACCIDENTS.

Injured. employees, 13. Others, 2. Total injured, 15.

ANNUAL REPORT

OF THE

Iberia and Vermillion Railroad Company,

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1900.

OFFICERS.

J. Kruttschnitt, San Francisco, Cal., President. Thornwell Fay, New Orleans, Vice President. A. C. Picket, New Iberia, La., Secretary. J. B. Richardson, New Orleans, La., Treasurer. T. Fay, New Orleans, La., Manager's Assistant. W. T. Owen, Algiers, La., Superintendent. F. S. Decker, New Orleans, La., Assistant Passenger Agent. W. H. Masters, New Orleans, La., Assistant Traffic Manager. C. S. Fay, New Orleans, La., Assistant General Freight Agent. William Mahl, New York, Comptroller. J. P. Blair, New Orleans, La., General Attorney. C. C. Mallard, Algiers, La., Division Engineer. A. E. Roome, New Orleans, La., Assistant Superintendent Telegraph. Charles E. Wermuth, New Orleans, La., Auditor.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
J. Kruttschnitt	San Francisco, Cal.	First Monday in June, 1900
J. B. Richardson	New Orleans, La.	First Monday in June, 1900
P. L. RenouDET	New Iberia, La.	First Monday in June, 1900
F. P. Davis	Morgan City, La.	First Monday in June, 1900
H. J. Leovy	New Orleans, La.	First Monday in June, 1900
August Erath	New Iberia, La.	First Monday in June, 1900
A. C. Picket	New Iberia, La.	First Monday in June, 1900
R. Natili	Morgan City, La.	First Monday in June, 1900
M. B. Bergeron	New Orleans, La.	First Monday in June, 1900
R. S. Perry	New Iberia, La.	First Monday in June, 1900
Thos. L. Morse	Morgan City, La.	First Monday in June, 1900
Thornwell Fay	New Orleans, La.	First Monday in June, 1900
W. F. Owen	Algiers, La.	First Monday in June, 1900
H. M. Young	Morgan City, La.	First Monday in June, 1900
E. A. Pharr	New Iberia, La.	First Monday in June, 1900

Total number of stockholders at date of last election, 16. Date of last meeting of stockholders for election of officers, June 5, 1899. Postoffice address of General office, New Iberia, La. Officers connected with the general office in Louisiana, Thornwell Fay, Vice President. A. C. Pickett, Secretary. J. B. Richardson, Treasurer. W. F. Owen, Superintendent. F. S. Decker, A. P. A. W. H. Masters, A. T. M. C. S. Fay, A. G. F. A. J. T. Blair, General Attorney. C. C. Mallard, Division Engineer. A. E. Roome, Assistant Superintendent Telegraph. C. E. Wernuth, Auditor.

CAPITAL STOCK.

Number of shares, 3,000.

Amount of common stock	\$300 000 00
Total amount of stock paid in.....	300 000 00
Amount of stock owned by residents of Louisiana	298,500 00

DESCRIPTION OF BONDED DEBT.

First mortgage issued in 1893 due 1943, bearing five per cent interest, payable February 1st and August 1st\$322,000 00

DESCRIPTION OF FLOATING DEBT.

Amount of funded debt.....	\$322,000 00
Amount of current assets.....	7,133 99
Amount of current liabilities.....	6,703 34
Estimated value of road-bed, bridges, track and right-of-way, assessed at.....	57,820 00

DESCRIPTION OF ROAD.

Total length of single main track, 16.13 miles. Total length of sidings, 2.31. All in Louisiana.

DESCRIPTION OF TRACK TOOLS, Etc.

Picks, 4; value, .68. Water tanks, 1. All other tools, value, \$64.97. Total value, \$65.65.

BRIDGES.

Number of bridges in Louisiana, 1 iron. 75 trestles. One iron bridge aggregate length, 24 feet. Seventy-five trestles aggregate length, 2,347 feet. All in good condition.

GROSS EARNINGS.

Freight, \$23,619.28. Passenger, \$10,668.55. Express, \$3,000.00. Mail, \$768.24. Other sources, \$383.01. Total, \$38,439.09. Number of tons of freight carried one mile in Louisiana, 651,390. Average amount received per ton per mile in Louisiana, 3.62 cents. Number of miles run by freight

trains in Louisiana, 28,242. Number of passengers carried one mile in Louisiana, 287,273. Amount received per passenger per mile in Louisiana, 3.71 cents. Number of miles run by passenger trains in Louisiana, 9,414. Average distance each ton of freight was hauled in Louisiana, 13.31. Average distance traveled by each passenger in Louisiana, 17.06.

GENERAL EXHIBIT.

Total gross earnings	\$38,439 08
Total expenses	24 177 64
Net earnings.....	\$14,261 44
Interest on funded debt.....	\$16,100 00

INCOME ACCOUNT.

Income from earnings	\$14,261 44
Income from other sources.....	351 35
Total income from all sources.....	\$14,612 79

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE YEAR ENDING JUNE 30, 1900.

Debits	Amount	Credits	Amount
Cost of fixtures.....	\$604,928 02	Capital stock	\$300,000 00
Current assets.....	7,133 99	Funded debt.....	322 000 00
Profit and loss.....	16,646 33	Current liabilities.....	6,708 34
Total.....	\$628,708 34	Total	\$628,708 34

CONTRACTS.

Agreement with the Southern Pacific Company giving the Company the use of that portion of the Salt Mine Branch of the M. L. & T. R. R. between I. & V. Junction and New Iberia terminal facilities at New Iberia, etc. The Southern Pacific Company furnishes all of the rolling stock necessary for the operation of the road.

ANNUAL REPORT.

OF THE

Jackson Railroad Company,

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1900.

OFFICERS.

W. R. McGowen, Jackson, La., President. G. G. Keller, Jackson, La., Vice President. P. H. Jones, Litcher, La., Secretary. F. Herr, McManus, La., General Manager. F. Herr, McManus, La., Treasurer. L. W. Rogers, McManus, La., General Freight Agent. I. D. Wall, Clinton, La., General Attorney.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
W. R. McGowen.....	Jackson, La.....	April, 1901
G. G. Keller.....	Jackson, La.....	April, 1901
E. C. McGowen	Jackson, La.....	April, 1901
G. H. Jones.....	Litcher, La.....	April, 1901
P. H. Jones.....	Litcher, La.....	April, 1901
F. Herr.....	McManus, La.....	April, 1901

Total number of stockholders at date of last election, 19. Date of last meeting of stockholders for election of officers, April, 1896. Postoffice address of general office, McManus, Louisiana. Officers connected with general office, W. R. McGowen, President. G. G. Keller, Vice President. F. Herr, Manager.

CAPITAL STOCK.

Number of shares, 300.

Amount of common stock	\$30 000 00
Total amount of stock paid in	30,000 00
Amount of stock owned by residents of Louisiana	30,000 00
Total cash paid to company on account of original capital stock..	20,000 00

DESCRIPTION OF FLOATING DEBT.

Amount of funded debt	\$3,500 00
Estimated value of road-bed, including track, bridges and right-of-way	4,650 00

DESCRIPTION OF ROAD.

Total length of single main track, 4.6 miles; value, \$16,500.00. Total length of sidings, .2 miles; value, \$500.00. All in Louisiana.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 1; value, \$500.00. Passenger cars, 1; value, \$250.00. Other rolling stock, value, \$25.00. Total value of rolling stock, \$775.00

DESCRIPTION OF TRACK TOOLS, Etc.

Shovels, 6; value, \$3.50. Picks, 3; value, \$1.50. Water tanks, 1; value, \$5.00. All other tools, 50; value, \$20.00. Total value of all tools, \$30.00.

MISCELLANEOUS.

Office furniture, value, \$50.00.

GROSS EARNINGS.

Freight, \$6,298.15. Passenger, \$297.50. Express, \$462.50. Mail \$211.56. Total, \$7,269.71.

EXPENSES.

Freight, \$2,715.48. Passenger, \$300.00. Express, \$300.00. Mail, \$300.00. Other sources, \$2,954.23. Total, \$6,569.71.

GENERAL EXHIBIT.

Total gross earnings	\$7 269 71
Total expenses	6,569 71
Net earnings	\$ 700 00
Interest accruing during year	\$250 00
Interest paid during year. ...	250 00
Interest on funded debt	250 00

INCOME ACCOUNT.

Income from earnings

\$450 00

**GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1900.**

Debits	Amount	Credits	Amount
Cost of road.....	\$20,000 00	Capital stock.....	\$30,000 00
Cost of fixtures.....	4,100 00	Funded debt.....	3,500 00
Discount on sale of capital stock	10,000 00	Lease to June 30, 1900....	450 00
		Profit and loss.....	150 00
Total.....	\$34,100 00	Total.....	\$34,100 00

ANNUAL REPORT
OF THE
Kansas City Southern Railway Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1900.

OFFICERS.

Samuel W. Fordyce, Kansas City, Mo., President. William Edenborn, Chicago, Ill., First Vice President. R. W. Krech, New York, Second Vice President. Nicholas Fish, New York, Third Vice President. R. J. McCarty, Kansas City, Mo., Secretary. E. P. Elwood, Chicago, Ill., Treasurer. J. A. Edson, Kansas City, Mo., General Manager. W. E. Green, Texarkana, Ark., W. Coughlin, Pittsburg, Kan., Superintendents. S. G. Werner, Kansas City, Mo., G. P. A. J. A. Hanley, Kansas City, Mo., F. T. M. E. E. Smythe, Kansas City, Mo., G. F. A. R. J. McCarty, Kansas City, Mo., Auditor. Max Pam, Chicago, Ill., General Counsel. Lathorp, Morro, Fox and Moore, Kansas City, Mo., General Attorneys. E. Holbrook Kansas City, Mo., Chief Engineer. N. D. Ballantine, Kansas City, Mo., Superintendent Telegraph.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
John W. Gates.....	Chicago, Ill.....	March 12, 1901
Samuel W. Fordyce.....	Kansas City, Mo.	March 12, 1901
William Edenborn.....	Chicago, Ill.....	March 12, 1901
John Lambert	Chicago, Ill.....	March 12, 1901
Max Pam.....	Chicago, Ill.....	March 12, 1901
J. J. Mitchell.....	Chicago, Ill.....	March 12, 1901
E. H. Harriman.....	New York City.....	March 12, 1901
W. F. Harrity	Philadelphia, Pa.....	March 12, 1901
James Hopkins	St. Louis, Mo.....	March 12, 1901
Alfred Clifford	St. Louis, Mo.....	March 12, 1901
J. S. Walsh	St. Louis, Mo.....	March 12, 1901
I. L. Ellwood	DeKalb, Ill.....	March 12, 1901
Otto H. Kahn.....	New York City.....	March 12, 1901

Total number of stockholders at date of last election, 5. Directors for first year named in Articles of Association, filed March 19, 1900. Postoffice address of General office, Kansas City, Mo. Postoffice address of General office in Louisiana, Shreveport, La.

NOTE.

The Kansas City Southern Railway system is composed of the Kansas City Southern Railway Company, the Kansas City, Shreveport and Gulf Railway Company and the Texarkana and Fort Smith Railway Company.

The Kansas City Shreveport and Gulf Railway Company comprises that part of the Kansas City Southern Railway system lying within the State of Louisiana. Its line of road was built under contract with construction companies and paid for in Capital Stock and First Mortgage Bonds of the Kansas City, Shreveport and Gulf Railway Company.

The stocks and bonds thus issued are as follows:

Capital stock.....	\$ 305 000 00
First mortgage bonds.....	6,623,000 00

All of which, other than directors' stock is owned by the Kansas City Southern Railway Company.

DIRECTORS.

J. A. Edson, Kansas City, Mo. W. E. Green, Texarkana, Tex. P. J. Trezevant, Shreveport, La. T. Alexander, Shreveport, La. T. C. Barrett, Shreveport, La. H. Florsheimer, Shreveport, La. P. Youree, Shreveport, La. A. M. Levy, Shreveport, La. William Edenborn, Chicago, Ill. A. E. Stitwell, Kansas City, Mo. W. S. Taylor, Philadelphia, Pa.

OFFICERS.

J. A. Edson, President, Kansas City, Mo. P. Youree, Vice President, Shreveport, La. T. C. Barrett, Secretary, Shreveport, La.

Owing to the fact that the lines of the Kansas City, Shreveport and Gulf Railway Company were built, and for the most part equipped under contracts with construction companies it is impossible to show certain valuations and data called for by this report.

CAPITAL STOCK.

Note—All securities of the Kansas City Southern Railway Company, are as of this date in the hands of the Reor-

ganization committee to be issued in process of the reorganization of the affairs of the K. O. P. & G. R. R. Co. The committee not having completed its labors and having made no report of its transactions no information regarding securities of the Kansas City Southern Ry. Co., can be shown at this date.

DESCRIPTION OF FLOATING DEBT.

The "Floating Debt" "Assets" and "Liabilities" necessarily include transactions of the reorganization committee and cannot be shown for reasons stated.

The "Funded Debt" cannot be shown until the reorganization committee shall have made its report.

DESCRIPTION OF ROAD.

Total length of main track (whole line) 762.48 miles. Total length of single main track in Louisiana, 222.79 miles. Total length of sidings, (whole line) 150.13 miles. Total length of sidings in Louisiana, 39.79 miles. Total miles of road ballasted with stone, gravel or sand in Louisiana, during the year and cost, 12.9; cost, \$12,947.45. Total miles of steel rails and weight laid in Louisiana during the year and cost, 35 pounds and 60 pounds; 70 miles, .15 miles; cost, \$525.26, \$97.18.

GRADE CROSSINGS.

Number of grade crossings in Louisiana, 26. Precautions at each for the prevention of accidents; usual precautions, Stop signal 2,000 feet from crossing. Dead stop 200 feet from crossing. Signal whistle two blasts before crossing over except in city limits of Shreveport where a wait of three minutes is required at each crossing; and except at crossing of Southern Pacific at Lake Charles and West Lake, where trains are flagged across by brakeman.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 103. Passenger cars, 130. Officers' cars, 4. Baggage cars, 16. Caboose, 62. Box cars, 2,867. Flat cars, 518. Gondola cars, 1,616. Stock cars, 78. Boarding cars, 579. Pay cars, 26. Total, 5,899. Value of equipment cannot be shown as the road was mostly built and equipped under contract with various construction companies.

DESCRIPTION AND VALUE OF REAL ESTATE IN LOUISIANA.

Acres of land, 3,300; value, \$33,000.00. Town lots, 75; value, \$15,000.00. Buildings, 142; value, \$63,800.00. Other improvements, value, \$5,500.00. Total value, \$117,300.00

MISCELLANEOUS.

Office furniture (estimated value) \$2,350.00. Other property not enumerated, \$18,500.00. Total, \$20,850.00.

GROSS EARNINGS ON MAIN LINE AND LAKE CHARLES BRANCH.

(Total length 248.43. All in Louisiana.)

Freight, \$698,201.24. Passenger, \$117,774.42. Express, \$20,393.70. Mail, \$24,467.47. Other sources, \$6,573.45. Total, \$867,410.28. All apportioned to Louisiana.

Number of tons of freight carried one mile in Louisiana, 126,945,680. Average amount received per ton per mile in Louisiana, .0055. Number of miles run by freight trains in Louisiana, 432,777. Number of passengers carried one mile in Louisiana, 4,394,568. Amount received per passenger per mile in Louisiana, .0268. Number of miles run by passenger trains in Louisiana, 227,097. Average distance each ton of freight was hauled in Louisiana, 141.64 miles. Average cost of hauling a ton of freight in Louisiana, .0047. Average distance traveled by each passenger in Louisiana, 49.93 miles. Average cost of carrying each passenger in Louisiana, .0403.

GENERAL EXHIBIT.

Total gross earnings (whole line)	\$4,118,763 40
Total expenses (whole line)	3,326,014 51
Net earnings	\$ 792,748 89

INCOME ACCOUNT.

Income from gross earnings	\$4,091,150 13
Income from other sources	36,613 27
Total income from all sources	\$4,118,763 40
Proportion of income for Louisiana	\$ 867,410 28

EXTENSIONS AND IMPROVEMENTS.

About 6.44 miles of new sidings have been constructed in Louisiana during the year. 12.9 miles of track ballasted. Other improvements such as new depots, section houses, widening out and fills, etc., are in progress, but not completed. June 30, 1900.

CONTRACTS.

Pullman Car Company account Sleeping cars. Railroad Company pays 2 cents per mile for each mile made by sleep-

ing cars on its line. Railroad furnishes light and heat for cars. Pullman Company receives all revenues from cars.

Southern Pacific Company. Terminal facilities 1.16 miles main line and 5.81 miles sidings at Lake Charles, La.; also 2.21 miles main line and 1.70 miles siding at West Lake, La. The Kansas City Southern Railway pays Southern Pacific Company a monthly rental of \$218.25 and 50 per cent of maintenance of tracks, bridges and buildings.

Kansas City, Shreveport and Gulf terminal. Depot facilities Shreveport. Railroad pays terminal company monthly rental, \$350.00.

NEW ROLLING STOCK.

Amount expended for new rolling stock, \$152,923.93.
Proportion for Louisiana, \$33,000.00.

ACCIDENTS.

Killed, employees, 1. Others, 2. Injured, passengers, 1. Employees, 21. Total killed, 3. Total injured, 23.

ANNUAL REPORT
OF THE
Kansas City, Watkins and Gulf Railway Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA.
For the year ending June, 30, 1900.

OFFICERS.

J. B. Watkins, Lawrence, Ks., President. A. Thompson, Lake Charles, La., Vice President. J. S. Thomson, Lake Charles, La., Secretary. J. H. Neal, Lake Charles, La., Treasurer. Henry B. Kane, Lake Charles, La., Receiver. C. W. Hole, Lake Charles, La., G. P. A. W. E. Lee, Lake Charles, La., Comptroller. Thomas T. Taylor, Lake Charles, La., General Attorney.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
J. B. Watkins.....	Lawrence, Kans.....	April 2, 1901
A. Thomson	Lake Charles, La.....	April 2, 1901
J. S. Thomson.....	Lake Charles, La.....	April 2, 1901
E. C. Walker.....	Lake Charles, La.....	April 2, 1901
Thomas T. Taylor.....	Lake Charles, La.....	April 2, 1901

Total number of stockholders at date of last election, 5.
Date of last meeting of stockholders for election of officers, April 2, 1900. Postoffice address of General office, Lake Charles, La. Names of officers connected with general office in Louisiana, Henry B. Kane, Receiver. J. H. Neal. W. E. Lee. C. W. Hole.

CAPITAL STOCK.

Number of shares, 19,674.

Amount of common stock.....	\$1,967,400 00
Total amount of stock paid in.....	1,180,440 00

DESCRIPTION OF BONDED DEBT.

Mortgage due January, 1930..... \$1,967,400 00

DESCRIPTION OF FLOATING DEBT.

Amount of funded debt.....	\$1,967,400 00
Amount of assets.....	115,979 45
Amount of liabilities.....	478,171 64

DESCRIPTION OF ROAD.

Total length of single main track (all in Louisiana) 98.37 miles. Total length of sidings, 6 miles. Cost of main track and sidings, \$3,797,525.55. 69 grade crossings. 129 bridges.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 7; value \$14,000.00. Passenger cars, 7; value \$8,290.00. Combination cars, 2; value \$1,000.00. Cabooses, 2; value \$200.00. Box cars, 23; value \$5,520.00. Flat cars, 144; value \$7,200.00. Track layers, 2; value \$200.00. Other rolling stock, 7; value \$2,650.00. Total, 194; value \$39,060.00. All apportioned to Louisiana.

MISCELLANEOUS.

Miles of telegraph, 98.37; value \$4,000.00

GROSS EARNINGS.

Freight, \$186,060.77. Passenger, \$31,870.01. Express, \$1,801.38. Mail, \$5,230.80. Telegraph, \$1,100.05. Other sources, \$2,679.29. Total, \$228,772.30. All apportioned to Louisiana.

Number of tons of freight carried one mile in Louisiana, 24,916,183. Average amount received per ton per mile 42.9. Number of miles run by freight trains in Louisiana, 159,700. Number of passengers carried one mile in Louisiana, 1,023,431. Average amount received per passenger per mile in Louisiana, 3.1. Number of miles run by passenger trains in Louisiana, 73,675. Average distance each ton of freight was hauled in Louisiana, 57. Average cost of hauling a ton of freight in Louisiana, 37. Average distance traveled by each passenger in Louisiana, 35.5.

OPERATING EXPENSES.

Maintenance of way and structures, \$57,694.74. Maintenance of equipment, \$20,587.66. Conducting transportation, \$66,386.56. General expenses, \$8,742.18. Total expenses,

\$153,412.14. All apportioned to Louisiana. Of this latter sum, \$75,128.74 is estimated as operating expenses. For repairs of road, renewals of tracks, and maintenance of way, \$35,982.66. Renewal of ties, \$21,713.08. Motive power and cars, \$20,587.66.

GENERAL EXHIBIT.

Total gross earnings.....	\$228,773 40
Total expenses.....	172,236 30
Net earnings.....	\$ 56,537 10

INCOME ACCOUNT.

Income from earnings.....	\$ 56,537 10
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GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE YEAR YEAR ENDING JUNE 30, 1900.

Debits	Amount	Credits	Amount
Cost of road.....	\$ 3,797,525 55	Capital stock.....	\$ 1,967,400 00
Cost of fixtures and equipment.....	168,964 51	Funded debt.....	1,967,400 00
Cash and cash assets...	103,460 94	Current liabilities.....	475,171 64
Material and supplies..	12,508 51		
Profit and loss.....	330,512 13		
Total.....	\$ 4,412,971 64	Total	\$ 4,412,971 64

ACCIDENTS.

Killed, 1. Injured, employees, 10; others, 3. Total killed,
1. Total injured, 13.

ANNUAL REPORT
OF THE
Leesville East and West Louisiana Railroad Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1900.

OFFICERS.

John N. Gilbert, Beaumont, Texas, President. G. W. Carroll, Beaumont, Texas, First Vice President. F. L. Carroll, Waco, Texas, Second Vice President. C. L. Wallis, Galveston, Texas, Secretary. Ella A. Hooks, Leesville, La., Assistant Secretary. G. R. Ferguson, Leesville, La., Treasurer. G. R. Ferguson, Leesville, La., General Manager. L. B. Pipkin, Beaumont, Texas, G. P. A. and G. F. A. Ike Bingham, Beaumont, Texas, Auditor. D. G. Saunders, Kansas City, Mo., Traffic Manager. William Dixon, Chicago, Ill., Assistant Traffic Manager.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
John N. Gilbert.....	Beaumont, Tex.....	June, 1901.
G. W. Carroll.....	Beaumont, Tex.....	June, 1901.
F. L. Carroll.....	Waco, Tex.....	June, 1901.
C. L. Wallis.....	Galveston, Tex.....	June, 1901.
G. R. Ferguson.....	Leesville, La.....	June, 1901.
L. B. Pipkin.....	Beaumont, Tex.....	June, 1901.
D. G. Saunders.....	Chicago, Ill.....	June, 1901.

Total number of stockholders at date of last election, 9.
Postoffice address of general office, Leesville, La. Officers connected with general office in Louisiana, G. R. Ferguson, Treasurer and General Manager.

CAPITAL STOCK.

Number of shares, 1,000.

Amount of common stock.....\$100,000 00

DESCRIPTION OF ROAD.

Total length of single main track in Louisiana, 6 miles.
 Total length of sidings in Louisiana, 4 miles. Total miles of
 steel rails and weight laid in Louisiana during the year, 10
 miles; weight, 45 pounds. Union Signal Company's Inter-
 locking signal used at crossings.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 1; value, \$4,000.00. Cabooses, 1; value,
 \$250.00. Box cars, 1; value, \$250.00. Flat cars, 12; value,
 \$2,400.00. Boarding cars, 1; value, \$250.00. Total value,
 \$7,150.00.

GENERAL EXHIBIT.

Total gross earnings.....	\$ 9,011 82
Total expenses.....	12,214 11
Total loss	\$ 3,202 29

INCOME ACCOUNT.

Income from earnings	\$3,202 29
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ACCIDENTS.

Injured, employees, 5.

ANNUAL REPORT
OF THE
Louisiana and Arkansas Railroad Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA.

For the year ending June 30, 1900.

OFFICERS.

William Buchanan, Texarkana, Texas, President. F. H. Drake, Minden, La., Vice President. J. H. Buchanan, Stamps, Ark., Secretary and Treasurer. J. H. White, Stamps, Ark., Superintendent. E. E. Porter, Stamps, Ark., G. P. A., and G. F. A. J. K. Wadley, Stamps, Ark., Auditor. Henry Moore, Texarkana, Texas, General Attorney. G. Knobul, Leesville, La., Chief Engineer. J. G. Ferguson, Minden, La., Real Estate Agent.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
William Buchanan	Texarkana, Tex.....	February 10, 1901
F. H. Drake	Minden, La.....	February 10, 1901
J. A. Buchanan	Stamps, Ark.....	February 10, 1901
W. C. Braunn	Stamps, Ark.....	February 10, 1901
T. A. Braun	Stamps, Ark.....	February 10, 1901
R. Buchanan.....	Stamps, Ark.....	February 10, 1901
M. Northcott.....	Stamps, Ark.....	February 10, 1901
J. G. Ferguson	Stamps, Ark.....	February 10, 1901

Total number of stockholders at date of last election, 13. Date of last meeting of stockholders for election of officers, February 10, 1900. Postoffice address of General office, Stamps, Ark. Postoffice address of General office in Louisiana, Minden, La. Names of officers connected with General office in Louisiana, F. H. Drake, Vice President, Minden, La.

CAPITAL STOCK.

Number of shares, 6,000.

Amount of common stock.....	\$600,000 00
Total amount of stock paid in	600,000 00
Amount of stock owned by residents of Louisiana.....	48,000 00
Total cash paid to Company on account of original capital stock	600,000 00

DESCRIPTION OF FLOATING DEBT.

Loans and bills payable	\$142,000 00
Wages and salaries.....	465 07
Miscellaneous	13,132 39
Total.....	\$15,597 46

DESCRIPTION OF ROAD.

Total length of single main track, 136.8 miles. Total length of single main track in Louisiana, 67.8 miles. Total length of sidings, 8.7 miles. Total length of sidings in Louisiana, 5 miles. Total miles of steel rails and weight laid in Louisiana during the year, 27.4 miles; weight, 60 pounds.

CROSSINGS AND BRIDGES.

Number of crossings in Louisiana, 36. Number of bridges in Louisiana, 77. Number of bridges constructed during the year, 51.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 8; value, \$26,788.00. Passenger cars, 2; value, \$6,000.00. Combination cars, 1; value, \$1,500.00. Caboosees, 3; value, \$1,000.00. Box cars, 5; value, \$450.00. Flat cars, 85; value, \$34,000.00. Boarding cars, 5; value, \$450.00. Other rolling stock, 163; value, \$12,225.00

MISCELLANEOUS.

Office furniture, value, \$573.41. Steel rails, value, \$50,000.00. Total value, \$50,573.41.

GROSS EARNINGS.

(Whole Line.)

Total length, 136.8 miles. Length in Louisiana, 72.8 miles. Freight, \$194,096.54. Passenger, \$7,823.39. Mail, 11,080.76. Other sources, \$1,030.04. Total gross earnings, \$204,030.73.

GENERAL EXHIBIT.

Total gross earnings.....	\$304,630 73
Total expenses	121,210 42
Net earnings	\$2 820 31
Interest paid during the year.....	\$ 721 73
Dividends declared.....	120,500 00

INCOME ACCOUNT.

Income from earnings	\$2 820 31
Proportion of income for Louisiana	44,073 90

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1900.

Debits	Amount	Credits	Amount
Cost of road and rolling stock.....	\$748,002 54	Capital stock.....	\$600 000 00
Current assets.....	19,612 68	Current liabilities	155,597 46
		Profit and loss	12,017 76
Total.....	\$767,615 22	Total.....	\$767,615 22

EXTENSIONS AND IMPROVEMENTS MADE DURING
THE YEAR.

Twenty-seven miles of 60 pound steel rails track built during the year at an average cost of about \$6,500.00 per mile

The purchase of the Louisiana, Arkansas and Southern Railway, Cotton Valley, Louisiana, to Sibley, Louisiana, 22 miles for \$133,217.58.

ANNUAL REPORT
OF THE
Louisiana and Northwest Railroad Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA.

For the year ending June 30, 1900.

OFFICERS.

J. B. Case, St. Louis, Mo., President. J. A. Richardson, Homer, La., Vice President. J. S. Richardson, Homer, La., Secretary. C. H. Beardsley, Homer, La., Treasurer. J. D. Beardsley, Gibsland, La., General Manager. E. G. Beach, Gibsland, La., Auditor. W. M. Washburn, Gibsland, La., Chief Engineer.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
J. B. Case	St. Louis, Mo.	December 7, 1900.
C. O. Ferguson	Homer, La.	December 7, 1900.
P. Lowenberg	Homer, La.	December 7, 1900.
Thomas Wright	St. Louis, Mo.	December 7, 1900.
S. W. Fordyce	St. Louis, Mo.	December 7, 1900.
C. H. Beardsley	Homer, La.	December 7, 1900.
J. A. Richardson	Homer, La.	December 7, 1900.

CAPITAL STOCK.

Number of shares, 14,224.

Amount of common stock	\$1,422,400 00
Total amount of stock paid in.	215,890 63

DESCRIPTION OF BONDED DEBT.

First Mortgage Bonds, 100 at \$1,000.00 Market value
of Bonded debt, \$100,000.00

DESCRIPTION OF FLOATING DEBT.

Bills payable	\$301,419 78
Vouchers and accounts	31,406 80
Due employees	7,764 54
Due other companies	845 18
Interest on funded debt, accrued	2,500 00
Total	\$343,936 30

Amount of funded debt.....	\$100,000 00
Amount of assets	49,204 63
Amount of liabilities.....	659,918 22
Estimated value of road-bed, including track, bridges and right-of-way.....	117,189 27

DESCRIPTION OF ROAD.

Total length of single main track, 78.6 miles; value, \$598,452.33. Total length of main track in Louisiana, 53 miles; value, \$407,692.05. Total length of sidings, 3.01 miles. Total length of sidings in Louisiana, 2.37 miles.

GRADE CROSSINGS.

Forty grade crossings. Crossing signals used for prevention of accidents.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 5. Passenger cars, 4. Caboose, 1. Box cars, 2. Flat cars, 22. Total, 34; value, \$64,289.51. Proportion for Louisiana, \$42,859.66.

DESCRIPTION AND VALUE OF REAL ESTATE IN LOUISIANA.

Land, value, \$2,302.17. Buildings and office furniture, value, \$2,505.44. Total, \$4,807.61.

MISCELLANEOUS.

Miles of telegraph, 53; value, \$1,670.29. Steel rails, value, \$140,394.66. Other property not enumerated, \$1,739.61. Total, \$143,804.56.

GORSS EARNINGS IN LOUISIANA.

(Total length in Louisiana 53 Miles.)

Freight, \$54,602.25. Passenger, \$12,422.13. Express, \$1,339.92. Mail, \$2,156.50. Telegraph, \$647.71. Other sources, \$592.85. Total, \$71,761.36.

EXPENSES.

Total expenses, freight, passenger, express, mail, telegraph, other sources, \$41,397.63.

Number of tons of freight carried one mile in Louisiana, 833,416. Average amount received per ton per mile in Louisiana, .0375. Number of miles run by freight trains in Lou-

isiana, 20,695. Number of passengers carried one mile in Louisiana, 467,534. Amount received per passenger per mile in Louisiana, .02841. Number of miles run by passenger trains in Louisiana, 68,180. Average distance each ton of freight was hauled in Louisiana, 13,784. Average distance traveled by each passenger in Louisiana, 16,191.

GENERAL EXHIBIT.

Total gross earnings.....	\$97,286 05
Total expenses	66,541 31
Net earnings	\$30,744 74
Interest paid during the year.....	\$ 4,386 76
Interest on funded debt	5,000 00

INCOME ACCOUNT.

Net income from earnings	\$21,357 93
Total income.....	21,357 98

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE YEAR ENDING JUNE 30, 1900.

Debits	Amount	Credits	Amount
Cost of road	\$598,252 33	Capital stock.....	\$215,830 67
Cost of equipment . . .	64,279 51	Funded debt	100,000 00
Cash assets.....	41,473 53	Cash liabilities	314,027 55
Material and supplies ...	7,726 10	Profit and loss	52 028 25
Total.....	\$711,946 47	Total.....	\$711,946 47

EXTENSIONS AND IMPROVEMENTS.

Completed the road between Haynesville, Louisiana and State Line, Arkansas and Louisiana, at a cost of about \$6,450.00.

ANNUAL REPORT
OF THE
Louisiana Southern Railway Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA.

For the year ending June 30, 1900.

OFFICERS.

J. A. Kelman, London, Eng., President. E. A. Hopkins, London, Eng., Vice President. S. Gibbs, London, Eng., Secretary and Treasurer. P. Campbell, New Orleans, La., G. M., General Superintendent, G. P. A., and G. F. A. H. McCall, Jr., New Orleans, La., Comptroller.

CAPITAL STOCK.

Number of shares, 3,000.

Amount of common stock.....	\$300,000 00
Total amount of stock paid in	300,000 00

DESCRIPTION OF BONDED DEBT.

First mortgage bonds.....	\$250,000 00
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DESCRIPTION OF ROAD.

Total length of single main track (all in Louisiana), 45.2 miles. Total length of sidings, 11.2 miles.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 5. Passenger cars, 7. Combination cars, 2. Box cars, 35. Flat cars, 100. Stock cars, 1.

GROSS EARNINGS.

(Louisiana.)

Freight, \$42,348.47. Passenger, \$13,140.35. Mail, \$1,332.78. Other sources, \$12,963.26. Total, \$69,784.86.

GENERAL EXHIBIT.

Total gross earnings.....	\$67,784 86
Total expenses.....	53,681 48
Net earnings.....	\$16,103 38
Interest paid during the year on loans, etc.....	\$ 1,826 99
Interest paid on funded debt.....	12,500 00

**GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1900.**

Debits	Amount	Credits	Amount
Cost of road and fixtures..	\$605,731 32	Capital stock.....	\$300,000 00
Sundry accounts.....	4,724 85	Funded debt.....	250,000 00
Stores, coal, etc.....	3,754 38	Bills payable.....	10,960 54
Cash	10,397 85	Loans, interest and sundry accounts.....	53,196 65
		Revenue account.....	10,411 21
Total	\$624,598 40	Total	\$624,598 40

ANNUAL REPORT
OF THE
Louisiana Western Railroad Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA.

For the year ending June 30, 1900.

OFFICERS.

C. P. Huntington, New York, President. William Mahl, New York, Assistant Vice President. I. E. Gates, New York, Secretary. Charles E. Wermuth, New Orleans, La., Assistant Secretary. T. Fay, New Orleans, La., Manager's Assistant. W. B. Mulvey, Houston, Tex., Superintendent. F. S. Decker, New Orleans, La., Assistant G. P. A. W. H. Masters, New Orleans, La., Assistant T. M. C. S. Fay, New Orleans, La., Assistant G. F. A. Charles E. Wermuth, New Orleans, La., Auditor. J. P. Blair, New Orleans, La., General Attorney. C. C. Mallard, Algiers, La., Division Engineer. A. E. Roome, New Orleans, La., Assistant Superintendent Telegraph. J. G. Parkerson, Lafayette, La., General Agent.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
C. P. Huntington	New York	April, 1901.
I. E. Gates	New York	April, 1901.
F. H. Davis	New York	April, 1901.
A. C. Hutchinson	New Orleans, La.	April, 1901.
H. E. Garth	New York	April, 1901.

Total number of stockholders at date last meeting, 5. Date of last meeting of stockholders for election of officers, April 2, 1900. Postoffice address of General office, New Orleans, La. Postoffice address of General office in Louisiana, New Orleans, La. Officers connected with General office in Louisiana, Charles E. Wermuth, Assistant Secretary and

Auditor, New Orleans, La. T. Fay. Manager's Assistant, New Orleans, La. S. F. Decker, A. G. P. A. W. H. Masters, A. T. M. C. S. Fay, A. G. F. A. J. P. Blair, General Attorney. Charles Mallard, Division Engineer. A. E. Roome, Assistant Superintendent Telegraph. J. G. Parkerson, General Agent, Lafayette, La.

CAPITAL STOCK.

Number of shares, 33,600. Amount of Common Stock, \$3,360,000.00. Total amount of stock paid in, 33,600.

DESCRIPTION OF BONDED DEBT.

First mortgage issued 1879, due 1921, bearing interest at 6 per cent per annum, payable January 1st and July 1st, \$2,240,000.00.

DESCRIPTION OF FLOATING DEBT.

Amount of funded debt.....	\$2,240,000 00
Amount of assets, current.....	812,389 21
Amount of liabilities.....	32,499 81
Estimated value of road bed, track, bridges and right-of-way, assessed at.....	1,134,208 00

DESCRIPTION OF ROAD.

Total length of main track in Louisiana, 140.67 miles. Total length of sidings in Louisiana, 33.86 miles. Total miles of road ballasted with stone, gravel or sand in Louisiana during the year and cost, 22.79 miles; cost, \$73,273.05. Total miles of steel rails and weight laid in Louisiana during the year and cost, 13.94 miles; cost, \$14,229.16.

GRADE CROSSINGS.

K. C., W. & G. at Iowa Junction, and Lake Charles. K. C. S. Ry., at Lake Charles, and Lockmore Switch. No precautions taken other than those required by the statutes of the State of Louisiana.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 23; value, \$55,500.00. Passenger cars, 12; value, \$22,400.00. Baggage cars, 10; value, \$12,000.00. Caboose, 10; value, \$2,000.00. Box cars, 584; value, \$146,000.00. Flat cars, 900; value, \$135,000.00. Gondola cars, 98; value, \$16,660.00. Stock cars, 24; value, \$3,600.00. Boarding cars, 64; value, \$9,600.00. Other rolling stock, 3; value, \$300.00. Total, 1,728. Total value, \$403,060.00. All apportioned to Louisiana.

DESCRIPTION OF TRACK TOOLS, Etc.

Wheelbarrows, 13; value, \$13.52. Shovels, 422; value, \$213.44. Picks, 218; value, \$45.70. Engineers instruments, value, \$97.50. Total value, \$2,445.37. All apportioned to Louisiana.

REAL ESTATE.

Real estate assessed for \$6,875.00

MISCELLANEOUS.

Steel rails, 296 tons; value, \$4,749.36.

GROSS EARNINGS.

Freight, \$914,731.25. Passenger, \$241,961.32. Express, \$14,446.50. Mail, \$38,817.23. Other sources, \$75,449.04. Total, \$1,284,425.34. All apportioned to Louisiana.

Number of tons of freight carried one mile in Louisiana, 176,084.357. Average amount received per ton per mile in Louisiana, .519 cents. Number of miles run by freight trains in Louisiana, 729,855. Number of passengers carried one mile in Louisiana, 10,843,310. Amount received per passenger per mile in Louisiana, 2.25 cents. Number of miles run by passenger trains in Louisiana, 234,031. Average distance each ton of freight was hauled in Louisiana, 88.59. Average distance traveled by each passenger in Louisiana, 49.82.

EXPENSES.

Maintenance of way and structures, \$262,669.49. Maintenance of equipment, \$161,072.96. Conducting transportation, \$429,663.46. General expenses, \$27,768.90. Betterments and additions, \$156,241.65. Taxes, \$27,105.46. Total, \$1,074,494.92.

GENERAL EXHIBIT.

Total gross earnings.....	\$1,284,425 34
Total expenses.....	1,074,494 92
Net earnings.....	\$ 209,930 42
Interest on funded debt.	\$ 134,400 00

INCOME ACCOUNT.

Income from earnings	\$209,930 42
Income from other sources.....	34,612 75
Total income from all sources.....	\$242,543 17
Proportion for Louisiana.....	\$242,543 17

**GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1900.**

Debits	Amount	Credits	Amount
Cost of road and fixtures	\$6,851,317 95	Capital stock	\$3,360,000 00
Current assets.....	812,389 24	Funded debt.....	2,240,000 00
		Current liabilities.....	32,499 81
		Profit and loss	2,031,207 38
Total	\$7,663,707 19	Total	\$7,663,707 19

CONTRACTS.

Contract with Kansas City Southern Railway, giving that Company the use of terminal facilities at West Lake and Lake Charles, in consideration of monthly rental, based on 3 per cent per annum on valuation of track and proportion of expenses.

Amount expended for new rolling stock during the year, \$60,425.48. Proportion for Louisiana, all.

ACCIDENTS.

Killed, employees, 1. Others, 8. Injured, employees, 5. Others, 5. Total killed, 9. Total injured, 10.

ANNUAL REPORT
OF THE
New Orleans and Mobile Railroad Company,
 (Owned and Operated by the Louisville and Nashville Railroad Company.)
TO THE
RAILROAD COMMISSION OF LOUISIANA,
 For the year ending June 30, 1900.

OFFICERS.

M. H. Smith, Louisville, Ky., President. J. H. Ellis,
 Louisville, Ky., Vice President.

ORGANIZATION.

Directors	Postoffice Address	Date of Expiration of Term
M. H. Smith.....	Louisville, Ky.....	Indefinite.
H. W. Bruce.....	Louisville, Ky.....	Indefinite.
W. W. Thompson.....	Louisville, Ky.....	Indefinite.
C. Quarrie.....	Louisville, Ky.....	Indefinite.
J. H. Ellis.....	Louisville, Ky.....	Indefinite.
J. H. Ringgold.....	Louisville, Ky.....	Indefinite.

Total number of stockholders at date of last election, 8.
 Date of last meeting of stockholders for election of officers,
 May 20, 1893. Postoffice address of General office, Louisville,
 Kentucky.

CAPITAL STOCK.

Number of shares, 40,000.

Amount of common stock.....	\$4,000,000 00
Total amount of stock paid in.....	4,000,000 00

The capitalization of the Louisville and Nashville Railroad Company represents and covers the cost of the New Orleans, Mobile and Texas Railroad.

DESCRIPTION OF BONDED DEBT.

First mortgage due January, 1930, \$5,000,000.00. Second mortgage due January, 1930, \$1,000,000.00. Total, \$6,000,000.00.

Estimated value of road bed, including track, bridges and right-of-way, \$1,256,950.00

DESCRIPTION OF ROAD.

Total length of single main track, 140.36 miles. Total length of single main track in Louisiana, 37.56 miles. Total length of sidings, 41.49 miles. Total length of sidings in Louisiana, 10.18 miles. Number of grade crossings, 4.

DESCRIPTION AND VALUE OF REAL ESTATE IN LOUISIANA.

Acres of land, 40.10; value, \$180.00. Town lots, value, \$231,840.00. Buildings, 46; value, \$26,280.00. Other improvements, 4; value, \$1,250.00. Total value, \$259,550.00.

GROSS EARNINGS.

Freight, \$880,174.13. Passenger, \$486,356.22. Express, \$34,542.44. Mail, \$82,497.62. Telegraph, \$114.38. Other sources, \$42,897.52. Total gross earnings, \$1,526,582.31. Proportion of gross earnings for Louisiana, \$408,513.43.

Number of tons of freight carried one mile in Louisiana, 28,527,624. Average amount received per ton per mile in Louisiana, .00826. Number of miles run by freight trains in Louisiana, 103,012. Number of passengers carried one mile in Louisiana, 7,442,317. Amount received per passenger per mile in Louisiana, .01720. Number of miles run by passenger trains in Louisiana, 106,253. Average distance each ton of freight was hauled on this division, 117.33 miles. Average cost of hauling a ton of freight in Louisiana, .593. Average distance traveled by each passenger on this division, 60.61 miles. Average cost of carrying each passenger in Louisiana, 1.13 cents.

EXPENSES.

Freight, \$632,649.88. Passenger, \$397,853.41. Total expenses, \$1,030,485.29. Proportion of expenses for Louisiana, \$275,757.86. Of this latter sum is estimated as operating expenses, \$141,625.75; renewals of track, bridges and maintenance of way, \$51,309.29; other improvements, \$25,641.91; for motive power and cars, \$45,918.00; for other expenses, \$11,262.91.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 31; value, \$62,200.00. Passenger cars, 22; value, \$22,000.00. Postal cars, 2; value, \$2,000.00. Express

cars, 2; value, \$1,650.00. Furniture cars, 8; value, \$1,600.00. Fruit cars, 41; value, \$8,000.00. Combination cars, 1; value, \$900.00. Baggage cars, 5; value, \$4,250.00. Caboose, 21; value, \$2,280.00. Box cars, 407; value, \$75,295.00. Flat cars, 65; value, \$9,750.00. Gondola cars, 145; value, \$23,200.00. Stock cars, 41; value, \$6,970.00. Refrigerator cars, 27; value, \$6,075.00. Boarding cars, 17; value, \$1,870.00. Wrecking cars, 1; value, \$700.00. Tool cars, 3; value, \$300.00. Repair cars, 56; value, \$840.00. Coal cars, 23; value, \$3,680.00. Other rolling stock (charcoal cars), 10; value \$1,600.00. Total value, \$235,160.00. Proportion for Louisiana, \$62,847.64.

GENERAL EXHIBIT.

Total gross earnings	\$1,526,582 51
Total expenses	1,030,485 9
Net earnings.....	\$ 496,097 02
Taxes	\$ 64,212 87
Interest accruing during the year.....	360 000 0
Interest paid during the year.....	360 000 0

ACCIDENTS.

Killed, 8. Injured, passengers, 1; employees, 8; others, 6. Total killed, 8. Total injured, 15. Total killed and injured, 23.

ANNUAL REPORT
OF THE
Morgan, Louisiana and Texas Railroad and
Steamship Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1900.

OFFICERS.

A. C. Hutchinson, New Orleans, La., President. C. W. Bien, Houston, Texas, Vice President. John B. Richardson, New Orleans, La., Secretary and Treasurer. T. Fay, New Orleans, La., Manager's Assistant. W. F. Owen, Algiers, La., Superintendent. F. S. Decker, New Orleans, La., A. G. P. A. W. H. Masters, New Orleans, La., A. T. M. C. S. Fay, New Orleans, La., A. G. F. A. C. E. Wermuth, New Orleans, La., Auditor. J. P. Blair, New Orleans, La., General Attorney. C. C. Mallard, Algiers, La., Division Engineer. A. E. Roome, New Orleans, La., Assistant Superintendent Telegraph.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
C. P. Huntington.....	New York, N. Y.....	April, 1901.
A. C. Hutchinson.....	New Orleans, La.....	April, 1901.
C. W. Rein.....	Houston, Tex.....	April, 1901.
John B. Richardson.....	New Orleans, La.....	April, 1901.
Thornwell Fay.....	New Orleans, La.....	April, 1901.

Total number of stockholders at date of last election, 6.
 Date of last meeting of stockholders for election of officers, April 2, 1900. Postoffice address of General office, New Orleans, La., Names of officers connected with general office in Louisiana, A. C. Hutchinson, President. John B. Richardson, Secretary and Treasurer. Chas. E. Wermuth, Auditor. T. Fay, Manager's Assistant. W. F. Owens, Superintendent. F.

S. Decker, A. G. P. A. W. H. Masters, A. T. M. C. Fay, A. G. F. A. J. P. Blair, General Attorney. Chas. Mallard, Division Engineer. A. E. Roome, Assistant Superintendent Telegraph.

CAPITAL STOCK.

Number of shares, 150,000.

Amount of common stock	\$15,000,000 00
Total amount of stock paid in	15,000,000 00
Total cash paid to company account original capital stock....	5,000,000 00

DESCRIPTION OF BONDED DEBT.

First mortgage main line due 1919, interest at 7 per cent, payable April 1st and October 1st, \$5,000,000.00 Alexandria extension. due 1920, bearing interest at 6 per cent, payable January 1st and July 1st, \$1,494,000.00. General mortgage due 1913, bearing interest at 5 per cent, payable January 1st and July 1st. \$1,000,000.00. New Orleans and G. W., past due, not presented, \$2,713.92. Total, \$7,496,713.92.

DESCRIPTION OF FLOATING DEBT.

Amount of funded debt.....	\$7,496,713 92
Amount of current assets.....	2,191,966 79
Amount of liabilities.....	34,451 76
Estimated value of road-bed, including track, bridges and right-of-way, assessed at.....	2,815,354 00

DESCRIPTION OF ROAD.

Total length of single main track, 300.17 miles. Total length of single main track in Louisiana, 300.17 miles. Total length of double main track, 26.57 miles. Total length of double main track in Louisiana, 26.57. Total length of sidings, 150.36 miles. Total length of sidings in Louisiana, 150.36 miles. Total miles of road ballasted with stone, gravel or sand in Louisiana during the year and cost, .78 miles; cost, \$864.45.

GRADE CROSSINGS.

Incorporated Railroad grade crossings. L. & N. at New Orleans, gates. N. O., Ft. J. & G. I. R. R., at Gretna, no precautions taken other than those required by the Statutes of the State of Louisiana.

BRANCHES CONSTRUCTED IN LOUISIANA DURING THE YEAR.

Extension of Thibodaux branch from Oakley Plantation to Napoleonville, 5.57 miles main track, and 5.36 miles siding.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 51; value, \$113,217.00. Passenger cars, 34; value, \$57,290.00. Officers cars, 1; value, \$1,000.00. Combination cars, 3; value, \$3,000.00. Baggage and postal cars, 22; value, \$26,400.00. Caboosees, 30; value, \$6,000.00. Box cars, 1,574; value, \$393,500.00. Flat cars, 359; value, \$53,850.00. Gondola cars, 60; value, \$10,200.00. Stock cars, 113; value, \$22,600.00. Boarding cars, 109; value, \$16,350.00. Wrecking cars, 2; value, \$5,000.00. Other rolling stock, 9; value, \$1,900.00. Total, 2,377; value, \$710,361.00. All apportioned to Louisiana.

DESCRIPTION OF TRACK TOOLS, Etc.

Wheelbarrows, 33; value, \$34.32. Shovels, 252; value, \$133.56. Picks, 240; value, \$43.86. Engineer's Instruments, value, \$227.50. Total value, \$4,305.80. All apportioned to Louisiana.

BRIDGES.

32 iron, aggregate length, 4,203 feet. 1 wooden, aggregate length, 194 feet. 1,330 trestles, aggregate length, 51,479 feet. All in good condition.

NUMBER OF BRIDGES CONSTRUCTED DURING THE YEAR.

Replacing two stringer trestles with iron viaduct unfinished, cost \$4,329.06. One 15-foot trestle with untreated piles and timber, cost \$84.57. One 45-foot trestle with treated piles and ballasted deck, cost \$514.69.

DESCRIPTION AND VALUE OF REAL ESTATE IN LOUISIANA.

Buildings, real estate, assessed at \$980,595.00.

MISCELLANEOUS.

Steel rails, 785 tons; value, \$14,617.74.

GROSS EARNINGS.

Freight, \$2,935,466.17. Passenger, \$574,558.22. Express, \$45,800.31. Mail, \$61,429.00. Telegraph, 764.28. Other sources, \$242,997.05. Total, \$3,861,015.03. All apportioned to Louisiana. Number of tons of freight carried one mile in

Louisiana, 281,970,176. Average amount received per ton per mile in Louisiana, 1,041. Number of miles run by freight trains in Louisiana, 881,394. Number of passengers carried one mile in Louisiana, 25,693,130. Amount received per passenger per mile in Louisiana, 2.23. Number of miles run by passenger trains in Louisiana, 392,003. Average distance each ton of freight was hauled in Louisiana, 113.70. Average distance traveled by each passenger in Louisiana, 51.05.

EXPENSES.

Maintenance of way and structures, \$378,291.78. Maintenance of equipment, \$332,708.60. Conducting transportation, \$1,494,635.32. General expenses, \$94,954.42. Track and other rentals, \$10,920.00. Betterments and additions, \$182,500.62. Taxes, \$145,359.81. Total, \$2,639,370.55.

Note.—The earnings and expenses of the steamships operated by the Southern Pacific Company between New York and New Orleans and New Orleans and Havana are not included in the above statements.

GENERAL EXHIBIT.

Total gross earnings	\$3 861,015 03
Total expenses	2,639,370 55
Net earnings	\$1,221,644 48
Interest on funded debt	\$ 489,640 00

INCOME ACCOUNT.

Income from earnings	\$1,221,644 48
Income from other sources	117,433 06
Total	\$1,339,077 54

All apportioned to Louisiana.

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE YEAR ENDING JUNE 30, 1900.

Debits	Amount	Credits	Amount
Cost of road and fixtures	\$21,567,535 82	Capital stock	\$15,000,000 00
Stocks and bonds owned	1,505,312.46	Funded debt	7,480,713 92
Material and supplies ..	492,464 83	Current liabilities ..	34 451 76
Current assets	2,191,966 79	Profit and loss	3 226,114 22
Total	\$25,757,279 90	Total	\$25,757,279 90

CONTRACTS AND AGREEMENTS.

Agreement with the Texas and Pacific Railway Company for use of track between Cheneyville and Alexandria, Louisiana.

Amount expended for new rolling stock during the year. \$104,440.13. All apportioned to Louisiana.

ACCIDENTS.

Passengers killed, 1. Employees killed, 3. Others killed, 12. Employees injured, 18. Others injured, 22. Total killed, 16. Total injured, 40.

Note.—For economy in operations this Company has been operated by the Southern Pacific Company, but the foregoing report gives the results of the operations of the railroad without reference to the terms of the operating agreement as between the two companies concerned, except in the general balance sheet.

ANNUAL REPORT
OF THE
Natchez, Red River and Texas Railroad Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1900.

OFFICERS.

Hugh Porter, New York City, President. C. A. Gardener, Vidalia, La., Vice President. S. H. A. O'Brien, New York City, Secretary. Hugh Porter, New York City, Treasurer. C. A. Gardener, Vidalia, La., G. M. A. H. Gardener, Vidalia, G. P. and F. A. S. L. Elam, Vidalia, La., General Attorney.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
Hugh Porter	New York City.....	.....
C. A. Gardener.....	Vidalia, La.....	.....
H. A. O'Brien.....	New York City.....	.....
S E Rumble	Natchez, Miss.....	.....
George Debevoise.....	New York City.....	.....

General office, 35 Nassau street, New York City. General office in Louisiana, Vidalia, La. Officers connected with General office in Louisiana, C. A. Gardener, V. P. and G. M., A. H. Gardener, G. F. and P. A. S. L. Elam, General Attorney.

DESCRIPTION OF ROAD.

Total length of single main track in Louisiana, 25.5. Total length of sidings 1.00 mile. Total, all tracks, 26.5 miles, laid with 35 pound steel rails.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 2; value, \$2,000.00. Passenger cars, 1; value, \$250.00. Box cars, 14; value, \$700.00. Flat cars, 11; value,

\$550.00. Track layers, 1; value, \$150.00. Other rolling stock; value, \$50.00. Total value rolling stock, \$3,700.00.

DESCRIPTION OF TRACK TOOLS, ETC.

Shovels, 10; value, \$9.00. Picks, 3; value, \$2.70. Scales, 2; value, \$25.00. Water tanks, 2; value, \$175.00. All other tools, value, \$25.00. Total value all tools, \$236.70.

DESCRIPTION AND VALUE OF REAL ESTATE IN LOUISIANA.

Acres of land, 23. Town lots, 3. Buildings, 7. Value not given.

GROSS EARNINGS. (Entire Line).

(Total length 25.5 Miles, all in Louisiana.)

Freight, \$17,762.87. Passenger, \$3,906.05. Mail, \$1,092.64. Total, \$22,761.56.

EXPENSES. (Entire Line).

Freight, \$4,269.60. Other sources, \$17,809.69. Total, \$22,079.29. The total is apportioned as follows: "Operating expenses," \$6,054.72. "Repairs of road, renewals of tracks, and maintenance of way," \$5,570.06. "Motive power and cars," \$1,166.26. "Other expenses," \$9,288.25.

GENERAL EXHIBIT.

Total gross earnings.....	\$22,761 56
Total expenses	22,079 29
Net earnings	\$ 682 27

ACCIDENTS.

Employees killed, 1. Derailment of car.

ANNUAL REPORT

OF THE

Natchitoches and Red River Valley Railway Company,

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1900.

OFFICERS.

L. Caspari, Natchitoches, La., President. W. J. Behan, White Castle, La., Vice President. Samuel Levy, Natchitoches, La., Secretary. Bertrand Beer, New Orleans, La., Treasurer.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
L. Caspari	Natchitoches, La.	Third Monday in January.
S. J. Henry	Natchitoches, La.	Third Monday in January.
W. J. Behan	White Castle	Third Monday in January.
Bertrand Beer	New Orleans, La.	Third Monday in January.
E. B. Kruttschnitt	New Orleans, La.	Third Monday in January.
L. Chopin	Derry, La.	Third Monday in January.

CAPITAL STOCK.

Number of shares, 1,000.

Total amount of stock paid in\$100 000 00
 Amount of stock owned by residents of Louisiana..... 100,000 00

DESCRIPTION OF BONDED DEBT.

Six per cent forty-year bonds, \$96,000.00.

BRANCHES CONSTRUCTED IN LOUISIANA DURING THE YEAR.

Cypress, Louisiana, to Grand Ecore, Louisiana. Main track, 16 miles. Sidings, 2 miles.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 2; value, \$5,000.00. Passenger cars, 1; value, \$1,500.00. Combination cars, 1; value, \$800.00. Box cars, 3;

value, \$750.00. Flat cars, 6; value, \$900.00. Pile drivers, 1; value, \$50.00. Total value, \$9,000.00.

All apportioned to Louisiana.

DESCRIPTION OF TRACK TOOLS, ETC.

Shovels, 8; value, \$4.00. Picks, 3; value, \$2.25. Scales, 4; value, \$200.00. Water tanks, 1; value, \$100.00. Pump houses, 1; value, \$20.00. Total value, \$326.25.

GROSS EARNINGS.

Freight, \$21,816.93. Passenger, \$7,166.75. Express, \$1,190.44. Mail, \$719.62. Telegraph, \$1,345.79. Other sources, \$473.43. Total gross earnings, \$32,712.96. All apportioned to Louisiana.

GENERAL EXHIBIT.

Total gross earnings.....	\$32,712 96
Total expenses	17,722 19
Net earnings	\$14,990 79
Interest accruing during the year	5,760 00
Interest paid during the year.....	8,637 00
Dividends declared, 4 per cent.....	4,000 00

INCOME ACCOUNT.

Income from earnings, \$32,712.96.

ANNUAL REPORT

OF THE

New Orleans, Fort Jackson and Grand Isle Railroad
Company,

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1900.

OFFICERS.

H. C. Warmoth, Lawrence, La., President. James Wilkinson, New Orleans, La., Secretary. Albert Baldwin, New Orleans, La., Treasurer. J. S. Landry, Algiers, La., Superintendent and Acting G. P. A., and G. F. A. Frank L. Place, New Orleans, La., Auditor. E. Howard McCaleb, New Orleans, La., General Attorney.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
Frank T. Howard.....	New Orleans, La.....	May 1, 1901.
A. B. Wheeler	New Orleans, La.....	May 1, 1901.
A. Socola	New Orleans, La.....	May 1, 1901.
A. Baldwin	New Orleans, La.....	May 1, 1901.
H. C. Warmoth	Lawrence, La.....	May 1, 1901.
C. H. Hyams, Jr	New Orleans, La.....	May 1, 1901.
A. H. Morris.....	Westchester, N. Y.....	May 1, 1901.

Total number of stockholders at date of last election, 27.
Date of last meeting of stockholders for election of officers, May 1, 1900. Postoffice address of general office in Louisiana, New Orleans, La. Officers connected with general office in Louisiana, H. C. Warmoth, President. J. S. Landry, Superintendent. F. L. Place, Auditor.

CAPITAL STOCK.

Number of shares, 4,873.

Amount of common stock.....	4,873 shares
Total amount of stock paid in	\$243,650 00
Amount of stock owned by residents of Louisiana.....	197,400 00
Total cash paid to Company on account of original capital stock	243,650 00

DESCRIPTION OF BONDED DEBT.

Four hundred and twenty-five Bonds; \$1,000.00 each—
\$425,000.00.

Of the above only 410 bonds have been issued. The remaining 15 bonds are in the possession of the company. All of these bonds are \$1,000.00 each, dated July 1, 1891, and due July 1, 1921, bearing 5 per cent per annum interest, payable on January 1st and July 1st of each year. Total issued, \$410,000.00.

DESCRIPTION OF FLOATING DEBT.

June pay roll, \$3,598.50. Salaries of general officers for June, \$450.00. Bills for supplies, etc., in June, \$1,866.74. Taxes for levee purposes on produce hauled in June, \$296.75. Interest on outstanding bonds 7 1-2 years, \$153,750.00. Six months taxes from January 1, 1900, to June 30, 1900, estimated, \$3,181.44. Amount of floating debt, \$163,143.43. Amount of funded debt, \$410,000.00. Amount of assets, including road-bed, etc., \$151,742.78. Amount of liabilities, \$573,143.43. Estimated value of road-bed, including track, bridges and right-of-way, \$74,070.00.

DESCRIPTION OF ROAD.

Total length of single main track, 59.6 miles; cost, \$496,400.34. Total length of sidings, 6 miles; cost, \$8,021.07. All in Louisiana.

GRADE CROSSINGS.

1—Southern Pacific Railroad. All trains come to a dead stop before making the crossing, and flag-man from each train is posted at the crossing, before train approaches or attempts to cross.

DESCRIPTION AND VALUE OF REAL ESTATE IN LOUISIANA.

Town lots, 21. Buildings, 3. Assessed at \$14,400.00, by State Board of Assessors.

MISCELLANEOUS.

Office furniture; value, \$200.00. Steel rails; value, \$200,944.82.

GROSS EARNINGS.

Freight, \$65,894.80. Passenger, \$38,606.40. Mail, \$2,854.60. Other sources, \$315.50. Total gross earnings, \$107,671.30.

EXPENSES.

Freight \$34,760.06. Passenger, \$15,028.07. Other sources, \$40,822.37. Total expenses, \$90,610.50.

Of this latter sum is estimated as operating expenses, \$33,349.67. Repairs of road, renewals of track, bridges and maintenance of way, \$25,286.26. For motive power and cars, \$16,451.79. For other expenses, \$15,522.78.

GENERAL EXHIBIT.

Total gross earnings.....	\$107,571 30
Total expenses.....	90,610 50
Net earnings	\$ 17,060 80
Interest accruing during the year.....	\$ 20,500 00
Interest paid during the year (January, 193 coupons)	10,400 50
Interest on funded debt.....	20,500 00

INCOME ACCOUNT.

Income from earnings	\$17,060 80
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**GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1900.**

Debits	Amount	Credits	Amount
Cost of road	\$505,048 42	Capital stock.....	\$243,650 00
Cost of fixtures.....	148,473 62	Funded debt.....	410,000 00
Profit and loss.....	127 96		
Total.....	\$653,650 00	Total.....	\$653,650 00

ANNUAL REPORT
OF THE
New Orleans and North Eastern Railroad Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1900.

OFFICERS.

C. C. Harvey, New Orleans, La., President. Chas. Schiff, London, Eng., Vice President. John F. Brent, New Orleans, Secretary and Treasurer. C. C. Harvey, New Orleans, La., General Manager. D. D. Curran, New Orleans, La., Superintendent. Geo. H. Smith, New Orleans, La., G. P. A. T. F. Steele, New Orleans, La., G. F. A. Larz A. Jones, New Orleans, La., Auditor. J. C. Haugh, New Orleans, La., Chief Engineer. Harry H. Hall, New Orleans, La., General Counsel.

ORGANIZATION.

Names of Directors.	Postoffice Address	Date of Expiration of Term
Henry Abraham	New Orleans, La.....	November 7, 1900.
Frank S. Bond.....	New York City	November 7, 1900.
B. F. Eshelman	New Orleans, La.....	November 7, 1900.
H. H. Hall	New Orleans, La.....	November 7, 1900.
C. C. Harvey	New Orleans, La.....	November 7, 1900.
Charles Schiff	London, Eng.	November 7, 1900.
Alfred Slidell.....	New Orleans, La.....	November 7, 1900.
Pearl Wright	New Orleans, La.....	November 7, 1900.

Total number of stockholders at date of last election, 50. Last meeting of stockholders for election of officers, November 1, 1899. Post office address of General office, in Louisiana, 833 Gravier street, New Orleans, La. All officers except the President connected with the General office in Louisiana.

CAPITAL STOCK.

Number of shares, 5,000.

Amount of common stock	\$ 5,000,000 00
Amount of stock paid in	5,000 000 00
Amount of stock owned by residents in Louisiana	282 000 00
Market value of common stock.....	2.25 per \$100
Total cash paid to company on account of original capital stock	5,000,000 00

DESCRIPTION OF BONDED DEBT.

First mortgage 6 per cent bonds, not subject to prior lien bonds, @ \$1.12.....	\$ 17,000 00
Prior lien 6 per cent bonds at \$112.....	1,320,000 00
First mortgage 6 per cent bonds, subject to prior lien bonds, @ 50c.....	4,983,000 00
Total.....	\$6,320,000 00
Market value of bonded debt.....	3 988,940 00

DESCRIPTION OF FLOATING DEBT.

LIABILITIES—

Audited vouchers and accounts	\$ 100,511 40
Wages and salaries	53,109 05
Matured interest coupons unpaid.....	1,251,258 38
Interest and construction debt to be funded.....	1,069,517 80
Miscellaneous	144,729 65
Total.....	\$2,621,156 26

ASSETS -

Cash on hand and in bank.....	\$ 156,669 74
Agents	85,086 58
Net traffic balances.....	14,177 87
Companies and individuals	72,846 05
Total	\$ 329,780 27

Amount of floating debt, \$2,291,375.99. Amount of funded debt, \$6,320,000.00. Estimated value of road-bed, including track, bridges, and right-of-way, valued by Board of Appraisers in Louisiana, \$8,000.00 per mile for main track, and \$2,000.000 per mile for sidings.

DESCRIPTION OF ROAD.

Total length of single main track, 195.52 miles. Total length of main track in Louisiana, 42.48 miles. Total length of sidings, 58.92 miles. Total length of sidings in Louisiana, 20.77. Total miles of road ballasted with gravel in Louisiana during the year, 8.00 miles. Total miles laid with steel rails in Louisiana during year, 16 3-4 miles. Cost \$16,201.00 (75 pound rails.)

GRADE CROSSINGS.

Two railroad crossings protected by interlocking apparatus. Seventeen highway crossings, five of which are protected by watchmen. Six bridges in Louisiana, as follows: No. 278, wooden, 621 feet long. No. 284, iron draw bridge, 465 feet long. No. 295, wooden, 45 feet long. 295-1, wooden, 120 feet long. No. 295-2, wooden, 75 feet long. 296-7-8, creosoted trestle over Lake Pontchartrain, 30,206 feet long, with two iron draw bridges each 250 feet long.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 42; value, \$130,000.00. Passenger cars, 17; value, \$38,000.00. Officers' cars, 2; value, \$4,000.00. Baggage cars, 11; value, \$18,150.00. Caboose, 20; value, \$7,700.00. Box cars, 512; value, \$128,000.00. Flat cars, 325; value, \$48,750.00. Gondola cars, 583; value, \$101,600.00. Boarding cars, 91; value, \$9,100. Track layers, 1; value, \$800.00. Other rolling stock, 86; value, \$2,976.00. Total value, all cars, \$489,076.00. Proportion for Louisiana, \$106,030.00.

DESCRIPTION OF TRACK TOOLS, Etc.

Wheelbarrows, 27; value, \$13.50. Shovels, 432; value, \$108.00. Picks, 150; value, \$37.75. Scales, 2; value, \$30.00. Water tanks, and pump houses, 12; value, (both items), \$11,100.00. Engineers' instruments, value \$300.00. Shop tools, value, \$40,000.00. Total value, all tools, \$51,859.25. Proportion for Louisiana, \$4,487.00.

DESCRIPTION AND VALUE OF REAL ESTATE IN LOUISIANA.

Acres of land, about 100; value, \$900.00. Town lots, value, \$1,000.00. Buildings, value, \$3,300.00. Other improvements, value, \$2,000.00. Total, \$7,200.00.

MISCELLANEOUS.

Miles of telegraph, 196. Value included in value of road. Office furniture, value, \$3,000.00. Steel rails, 1,000; value, \$19,000.00. Total, \$22,000.00.

GROSS EARNINGS. (Entire Line, 195.9 Miles.)

(Length in Louisiana, 42.48 Miles.)

Freight, \$1,464,415.14. Passenger, \$281,863.01. Express, \$38,201.16. Mail, \$29,626.84. Telegraph, \$2,981.82. Other sources, \$32,593.72. Total, \$1,849,681.69.

Proportion of gross earnings for Louisiana, \$406,929.97. Number of tons of freight carried one mile in Louisiana, 35,533,712. Average amount received per ton per mile, .0091 cents. Number of miles run by freight trains in Louisiana, 131,118. Number of passengers carried one mile in Louisiana, 2,885,620. Amount received per passenger per mile in Louisiana, .0215 cents. Number of miles run by passenger trains in Louisiana, 85,426.

EXPENSES.

Total. \$1,288,224.32. Proportion for Louisiana, \$283,409.34. Apportioned as follows: "Operating expenses," \$69,511.29. "Motive power and cars," \$69,929.99. "Other expenses," \$14,304.07.

GENERAL EXHIBIT.

Total gross earnings	\$1,849,621 67
Total expenses, including taxes.....	1,330,066 42
Net earnings.....	519,615 27
Interest accrued during year.. ..	379,200 00
Interest paid during year.....	449,870 64
Interest on funded debt.....	379,200 00

INCOME ACCOUNT.

Income from earnings.....	\$ 519,615 27
Income from other sources	3 401 95
Total income from all sources	523,017 22
Proportion of income for Louisiana	123,520 63

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE YEAR ENDING JUNE 30, 1900.

Debits	Amount	Credits	Amount
Cost of road and fixture	\$10,939,071 20	Capital stock	\$ 5,000 000 00
Cash and current assets	329,760 27	Funded debt	6,320 000 00
Material and supplies.....	192,129 94	Current liabilities.....	1,531,638 46
Profit and loss.....	2,499,974 85	Interest on funded debt not yet payable.....	19,800 00
		Interest and construction debt agreed to be paid	1,069,517 80
Total.....	\$13,960,956 26	Total.....	\$13,960 956 26

EXTENSIONS AND IMPROVEMENTS MADE DURING THE YEAR.

Buildings, \$16,268.59. Replacing rails, \$18,834.59. Ballasting, \$24,783.56. Fencing, \$10,088.72. Cattle guards, \$725.07. Additional sidings, \$10,715.28. Lands, \$4,715.95. Rolling stock, \$46,631.33. Proportion of amount expended for new rolling stock during the year for Louisiana, \$13,301.11.

CONTRACTS.

Under contract, the New Orleans and North Eastern Railroad used 38-100 miles of the Alabama and Vicksburg Railway track at Meridian, Mississippi. Southern Express Company operate over this road, the railroad furnishing cars, and receiving 45 per cent of gross receipts.

ACCIDENTS.

Killed, employees, 1. Passengers, 2. Injured, passengers, 11. Others, 5.

ANNUAL REPORT

OF THE

New Orleans and Northwestern Railway Company,

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1900.

Total length, 101.36 miles. Length in Louisiana, 93 85.

OFFICERS.

Charles Hyde, Plainfield, N. J., President. Louis K. Hyde, Titusville, Pa., Vice President. James W. Lambert, Natchez, Miss., Secretary. F. W. Main, Natchez, Miss., Treasurer. Louis K. Hyde, Titusville, N. J., G. M. C. B. Brownell, Natchez, Miss., General Superintendent, and G. P. A. & G. F. A. R. Popkess, Natchez, Miss., Auditor. J. N. Luce, New Orleans, La., General Attorney. C. G. Vaughn, Natchez, Miss., Chief Engineer. L. R. Martin, Natchez, Miss., Superintendent Telegraph.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
Charles Hyde.....	Plainfield, N. J.....	.....
L. K. Hyde.....	Titusville, Pa.....	.....
F. De L. Hyde.....	Titusville, Pa.....	.....
Charles L. Hyde.....	New York N. Y.....	.....
J. W. Lambert.....	Natchez, Miss.....	.....
A. H. Foster.....	Natchez, Miss.....	.....
Geo. W. Koontz.....	Natchez, Miss.....	.....
A. G. Campbell.....	Natchez, Miss.....	.....
F. W. Main.....	Natchez, Miss.....	.....

Number of stockholders at date of last election, 19. Date of last meeting of stockholders for election of officers, April 11, 1900. Postoffice address of general office, Natchez, Miss. Postoffice address of general office in Louisiana, Vidalia, La. Officers connected with general office in Louisiana, A. E. Wyatt, Superintendent.

CAPITAL STOCK.

Number of shares, 4,500.

Amount of common stock.....\$4,500,000 00
 Issued for construction and other purposes.

DESCRIPTION OF BONDED DEBT.

First Mortgage Bonds, 5 per cent gold, due in 50 years from January 1, 1890, were given as collateral security and forfeited, \$2,000,000.00. Collateral Trust Bonds, \$500,000.00, 5 per cent interest, dated January 1, 1898, due in ten years, interest payable 1st of January and July of each year. Total \$2,000,000.00.

DESCRIPTION OF FLOATING DEBT.

Bills payable, account construction, etc.....	\$156,000 00
Charles Hyde and Son	26 57 61
Accounts payable.....	5,787 70
Pay roll.....	4,633 10
Bills payable for cars.....	1,100 00
Miscellaneous accounts	1,617 92
Foreign roads.....	890 45

Total.....\$196,616 78

Amount of floating debt.....	\$ 196,616 78
Amount of funded debt.....	2,500,000 00
Amount of assets.....	12 276 78
Amount of liabilities.....	40,616 78
Estimated value of road-bed, including track, bridges and right-of-way.....	1,329 850 43

DESCRIPTION OF ROAD.

Total length of single main track, 101.36 miles. Total length of single main track in Louisiana, 98.85 miles. Total length of sidings, 8.12 miles. Total length of sidings in Louisiana, 7.12 miles.

GRADE CROSSINGS.

Two grade crossings. One at Rayville, La., with the V., S. & P. R. R. Co. One at Collinston, La., with the Houston Central Arkansas and Northern R. R. . The usual custom of all trains coming to a full stop before crossing is observed.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 8; value, \$8,000.00 Passenger cars, 3; value, \$1,500.00. Baggage cars, 2; value, \$660.00. Caboose, 2; value; \$220.00. Box cars, 22. Flat cars, 67. Gondola cars, 8.

Stock cars, 3; value of box, flat, gondola and stock cars, \$10,000.00. Boarding cars, 16; value, \$640.00. Other rolling stock, value, \$327.50. Total value, \$21,347.50. Proportion for Louisiana, \$20,850.45.

DESCRIPTION AND VALUE OF REAL ESTATE IN LOUISIANA.

Acres of land, 50; value, \$2,000.00. Buildings, value, \$4,050.00. Total value, \$6,150.00.

MISCELLANEOUS.

Office furniture, \$250.00. Live stock, \$3,500.00. Total, \$3,750.00.

GROSS EARNINGS.

(Main Line.)

Freight, \$124,147.82. Passenger, \$31,585.48. Express, \$3,552.12. Mail, \$6,049.55. Other sources, \$664.00. Total, \$165,998.97. Proportion of gross earnings for Louisiana, \$161,888.30.

EXPENSES.

Proportion for Louisiana, \$162,983.20. These figures are apportioned as follows: Operating expenses, \$132,030.35. Repairs of road, renewals of track, bridges and maintenance of way, \$46,761.12. Other improvements, \$35,091.33. Motive power and cars, \$14,007.43. Other expenses, \$71,261.80.

GENERAL EXHIBIT.

Total gross earnings.....	\$165,998 97
Total expenses.....	167,121 68
Loss.....	\$ 1,122 71
Interest accruing during year.....	\$125,000 00
Interest paid during year.....	25,000 00
Interest on funded debt.....	125,000 00

INCOME ACCOUNT.

Income from earnings, (deficit), \$1,122.71. Income from other sources, \$12,646.25. Total income from all sources, \$11,523.54. Proportion of income for Louisiana, \$11,238.22.

**GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1900.**

Debits	Amount	Credits	Amount
Cost of road.....	\$ 1,791,890 53	Capital stock.....	\$ 4,500,000 00
Franchises and right of way	4,787,888 37	Funded debt.....	2,500,000 00
Real estate.....	3,654 68	Bills payable.....	156,000 00
Interest on funded debt	628 500 00	Profit and loss.....	88,226 04
Supplies on hand	17,505 96	Subsidies, rents, etc....	25,899 35
Improvement account .	58,420 21	Due sundry accounts...	40,616 78
Taxes.....	7,299 50	Convict account, etc....	553 08
Cash and sundry accounts.....	12,276 04		
Law, expenses, etc.....	3,475 92		
Total.....	\$ 7,311,311 25	Total.....	\$ 7,311,311 25

IMPROVEMENTS MADE DURING YEAR.

Filling in bridges. Renewal of Clayton draw bridge. New sidings. Raising track. Ballasting. Y. & M. V. R. R. Connections, etc. Cost \$35,091.33.

Amount expended for new rolling stock during the year, \$6,356.98. Proportion for Louisiana, \$6,199.56.

ANNUAL REPORT
OF THE
Pontchatrain Railroad Company,
 (Owned and Operated by the Louisville and Nashville Railroad Company.)
TO THE
RAILROAD COMMISSION OF LOUISIANA,
 For the year ending June 30, 1901.

OFFICERS.

Charles Marshall, New Orleans, La., President. A. J. Jacob, New Orleans, La., Secretary.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term
B. W. Bowling	New Orleans, La.	Until successors are elected
George Denegre	New Orleans, La.	Until successors are elected
J. E. Eaves	New Orleans, La.	Until successors are elected
A. E. Ladner	New Orleans, La.	Until successors are elected
J. F. Murdy	New Orleans, La.	Until successors are elected
C. Marshall	New Orleans, La.	Until successors are elected
F. C. Shephard	Montgomery, Ala.	Until successors are elected

General office, Louisville, Ky. General office in Louisiana, New Orleans, La. Officer connected with general office, C. Marshall, New Orleans, La.

CAPITAL STOCK.

Number of shares, 7,484.

Amount of common stock.....\$248,000 00

Note.—The capitalization of the Louisville and Nashville R. R. Co., represents and covers the cost of the Pontchartrain Railroad.

Estimated value of road-bed, including track, bridges and right-of-way, \$20,190.00.

DESCRIPTION OF ROAD.

Total length of main track in Louisiana, 5.18 miles. Total length of sidings in Louisiana, 3.28 miles. Grade crossings, 1. Number of miles of main track part ballasted, 2.25. All main track laid with 50 pound steel rails.

ROLLING STOCK.

Passenger cars, 2nd class, 5; value, \$2,250.00. Passenger cars, 3rd class, 7; value, \$1,750.00. Total value, all cars, \$4,000.00.

DESCRIPTION AND VALUE OF REAL ESTATE.

Town lots, 10; value, \$1,000.00. Buildings, 4; value, \$1,200.00. Total, \$2,200.00.

GROSS EARNINGS.

(Total Length, 5.18 Miles.)

Freight, \$1,688.40. Passenger, \$18,979.65. Other sources, \$149.04. Total, \$20,817.09. Number of tons of freight carried one mile, 22,383. Average amount received per ton per mile, .0754 cents. Number of passengers carried one mile, 1,832,502. Amount received per passenger per mile, .0103 cents. Number of miles run by passenger trains, 44,856. Average distance each ton of freight was hauled, 7.0 miles. Average cost of carrying each passenger, .0119 cents.

EXPENSES.

Freight, \$526.10. Passenger, \$21,689.60. Total, \$22,215.70. Of this total the following apportionment is made: "Operating expenses," \$10,736.28. "Repairs of road, renewals of track, bridges, and maintenance of way," \$5,053.10. "Other expenses," \$1,309.54.

GENERAL EXHIBIT.

Total gross earnings	\$20,817 09
Total expenses.....	22,215 70
Net loss	1,398 61
Taxes	1,600 18

INCOME ACCOUNT.

Loss from operations carried into L. & N. income account, \$2,999.59.

ACCIDENTS.

Killed, employees, 1. Injured, others, 2. Total killed, 1. Total injured, 2.

ANNUAL REPORT
OF THE
Sibley, Lake Bistaneau and Southern Railway Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA.
For the year ending June 30, 1900.

OFFICERS.

R. A. Long, Kansas City, Mo., President. W. S. Smith, Kansas City, Mo., Vice President. Robt. Staen, Yellow Pine, La., Secretary. T. H. Rogers, Yellow Pine, La., Treasurer and General Manager. D. W. Stewart, Minden, La., General Attorney. Frank Matthews, Yellow Pine, La., Chief Engineer.

(The charter of this road is in course of preparation, at the time this report is required.)

ANNUAL REPORT

OF THE

St. Louis, Iron Mountain and Southern Railway
Company,

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1900.

OFFICERS.

Geo. J. Gould, President, New York City. Frank Jay Gould, First Vice President, New York, City. C. G. Warner, Second Vice President, St. Louis, Mo. Russel Harding, Third Vice President and General Manager, St. Louis, Mo. A. H. Calef, Secretary and Treasurer, New York City. Guy Phillips, Assistant Secretary, New York City. E. G. Marriam, Second Assistant Secretary, St. Louis, Mo. D. S. H. Smith, Local Treasurer, St. Louis, Mo. S. B. Schuyler, General Auditor, St. Louis, Mo. E. M. Curtis, Assistant General Auditor, St. Louis, Mo. J. S. Tustin, Freight Claim Agent, St. Louis, Mo. W. Q. Morcom, Auditor of Freight Receipts, St. Louis, Mo. H. H. McIntyre, Auditor of Passenger Receipts, St. Louis, Mo. E. H. Lycett, Auditor of Disbursements, St. Louis, Mo. Alex. G. Cochran, General Solicitor, St. Louis, Mo. M. L. Clardy, General Attorney for Missouri, St. Louis, Mo. Dodge & Johnson, General Attorneys for Arkansas and Indian Territory, Little Rock, Ark. F. G. Hudson, General Attorney for Louisiana, Monroe, La. S. L. Highleyman, Tax Commissioner, St. Louis, Mo. W. C. Stith, Freight Traffic Manager, St. Louis, Mo. J. C. Lincoln, General Freight Agent, St. Louis, Mo. W. R. Peabody, Assistant General Freight Agent, St. Louis, Mo. S. V. Derrah, Assistant General Freight Agent, St. Louis, Mo. J. O. Phillippi, Assistant General Freight and Passenger Agent, Omaha, Neb. H. C. Townsend, General Passenger and Ticket Agent, St. Louis, Mo. B. H. Payne, Assistant General Passenger and Ticket Agent, St. Louis, Mo. J. C. Nicholas, General Baggage Agent, St. Louis, Mo. G. A. A. Deane, Commissioner of Lands in Arkansas, Little Rock, Ark. E. A. Peck, General Superintendent, St. Louis, Mo. W. C. Watrous, Superintendent of

Transportation, St. Louis, Mo. J. R. Wentworth, Superintendent, DeSoto, Mo. J. D. Moore, Superintendent, Little Rock, Ark. W. J. McKee Superintendent, Little Rock, Ark. W. E. Jones, General Claim Agent, St. Louis, Mo. W. B. Outten, Chief Surgeon, St. Louis, Mo. Jas. W. Way, Chief Engineer, St. Louis, Mo. E. Fisher, Engineer Bridges and Buildings, Pacific, Mo. J. O. Pattee, Superintendent Locomotive and Car Department, St. Louis, Mo. C. W. Hammond, Superintendent Telegraph, St. Louis, Mo. W. G. Nixon, Purchasing Agent, St. Louis, Mo. Geo. Snodgrass, Assistant Purchasing Agent, St. Louis, Mo. C. H. Stevens, Paymaster, St. Louis, Mo. N. T. Spoor, Wood, Tie and Timber Agent, St. Louis, Mo. W. H. Grapevine, Inspector Transfer Boats, Carondelet, Mo. R. H. McDowell, Fuel Agent, St. Louis, Mo.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
Geo. J. Gould	195 Broadway, New York City..	March, 1901
Howard Gould.....	195 Broadway, New York City..	March, 1901
Frank Jay Gould.....	195 Broadway, New York City..	March, 1901
Russell Sage.....	71 Broadway, New York City...	March, 1901
C. G. Warner	6th and Locust St., St. Louis, Mo	March, 1901
W. H. Thompson.	Broadway and Olive St., St. Louis, Mo.	March, 1901
John T. Terry.....	54 Exchange Place, New York City	March, 1901
Henry Wheeler, Jr.	309 Walnut St., Philadelphia, Pa.	March, 1901
Henry Marquand.....	160 Broadway, New York City..	March, 1901
R. J. Lackland.....	St. Louis, Mo.....	March, 1901
R. M. Galloway.....	New York City.....	March, 1901
G. C. W. Lowrey.....	66 Broadway, New York City....	March, 1901
Russell Harding	61 Locust St., St. Louis, Mo....	March, 1901

Total number of stockholders at date of last election, 33.
Last meeting of stockholders for election of officers, March 13, 1900. Postoffice address of General office, St. Louis, Mo. (operating), New York City, (financial). General office in Louisiana, Monroe, La. Officers connected with general office in Louisiana, F. G. Hudson, General Attorney, Monroe, La.

CAPITAL STOCK.

Number of shares, 238,151.55.

Amount of common stock \$25,793,055 00
Total amount of stock paid in 25,793,055 00

DESCRIPTION OF BONDED DEBT.

General consolidated railway and land grant mortgage.....	\$42 660,000 00
General consolidated railway and land grant mortgage, script.....	1,141 36
First preferred income.....	44,415 00
Five per cent gold funding notes	4 723,000 00
Unifying and refunding four per cent. mortgage.....	19 131,100 00
Car trust certificates.....	391,000 00
Total.....	\$66,970,556 36

Amount of funded debt, \$66,970,556.36. Amount of assets, \$98,675,699.78. Amount of liabilities, \$94,365,265.30. Estimated value of road-bed, including track, bridges, and right-of-way \$13,667,274.75.

DESCRIPTION OF ROAD.

Total length of single main track, 1773.77 miles. In Louisiana, 144.77 miles. Total length of double main track, 10.27 miles. Total length of sidings, 408.53. In Louisiana, 26.81. Total miles of track fenced in Louisiana during the year, .07 miles. Grade crossings, 73. Bridges, 3, as follows: Ouachita River bridge, draw, 360 feet long. Pratt truss, iron, two spans, each 150 feet. Little River bridge, draw, 148 feet long, plate girder, one span, 150 feet long, Pratt truss. Red River bridge, draw, 360 feet long, Pratt truss, iron, two spans, one 180 and one 130 feet long.

DESCRIPTION OF ROLLING STOCK.

(Between Little Rock, Ark., and Alexandria, La.)

Locomotives, Passenger, 3. Freight, 6. Switching, 1. Total, 11. Passenger cars, coaches, 4. Chair, 2. Special, 1. Baggage, mail and express, 3. Total, passenger cars, 10. Freight cars, box, stock, 50; flat, 250; caboose, 6; service, 20. Total, 526.

DESCRIPTION OF REAL ESTATE.

Acres of land, 31. Buildings, depots, water tanks, and other buildings used in the operation of the road.

GENERAL EXHIBIT.

Total gross earnings	\$14,378,291 41
Total expenses	8,779,553 19
Net earnings.....	\$5,598,738 22
Interest accruing during the year.....	\$3,082 489 42
Interest paid during the year.....	3 007,349 19
Interest on funded debt	3,082,439 42
Dividends declared.....	515,745 50

INCOME ACCOUNT.

Income from earnings.....	85,598,738 22
Income from other sources.....	1,248,569 43
Total income from all sources.....	6,847,307 63

Proportion of income for Louisiana, \$119,537.70.

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1900.

Debits	Amount	Credits	Amount
Cost of road and fixtures		Capital stock.....	\$ 25,795,055 00
Stocks owned	\$ 64,646,377 36	Funded debt.....	66,970,556 36
Bonds owned.....	4,544,130 95	Current liabilities....	998,748 10
Lands owned other than grants	21,105,598 70	Accrued interest on debt not yet due.....	600,913 84
Land grant, Arkansas	514 195 89	Profit and loss.....	4,310,434 48
Land grant, Missouri	1,551,727 80		
Cash assets.....	43,504 82		
Other assets.....	1,800,845 74		
	466,318 52		
Total.....	\$ 98,675,699 78	Total.....	\$ 98,675,699 78

DESCRIPTION AND CHARACTER OF IMPROVEMENTS

New Well Points and Tank, Riverton, La. Crow Bros., Spur, M. P. 593. Spur for Castor Lumber Co. Spur for Monroe Lumber Co., Monroe, La. North "Y" for Monroe Lumber Co., M. P. 582-583. South "Y" for Monroe Lumber Co., M. P. 582-583. Spur for Monroe Lumber Co., M. P. 582-583. Spur for Tioga Lumber Co., Levins, La. Connecting track, Tioga Lumber Co., Levins, La. Tioga Planer Spur, Levins, La. Extending Balls Spur, Balls Spur, La. J. T. Handy. Spur, Doss, La. Extending Ruby Lumber Co., Spur, M. P., 471-472. Extending Spur Track, Jones, La. Extending J. M. Nugents Spur, M. P. 625. Extending Spur for Sand Spur Lumber Co., Sand Spur, La. Constructing Rowley Spur, M. P. 602. Dodd & Sundberry Spur, M. P. 523. Potato track, Alexandria, La. N. O. & N. W. Transfer Track, Collinston, La. Stock Chute, Monroe, La. Telegraph office, Antonia, La. New Pump House, Antonia, La. New Stand Pipe, Pollock, La. New Combination Depot, Swartz, La. New Pump House, Alexandria, La. New well, Olla, La. Amount expended for new rolling stock during the year, \$37,026.60.

CONTRACTS, Etc.

Texas and Pacific Railway Company contract dated Aug. 1, 1892, covering period of 50 years provides for the joint use of 18 miles of track from junction with the St. L., I. M. & S. Ry. to station at Alexandria. Expense of maintenance, etc., divided equally between the two roads.

ACCIDENTS.

Killed, employees, 1. Others, 5. Injured, employees, 3. Others, 3.

ANNUAL REPORT
OF THE
St. Louis Southwestern Railway Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA.

For the year ending June, 30, 1900.

OFFICERS.

Edwin Gould, Irvington, N. Y., President. F. H. Britton, St. Louis, Mo. Vice President and General Manager. Geo. Erbelding, New York City, Secretary. G. K. Warner, St. Louis, Mo., Treasurer and Assistant Secretary. A. S. Dodge, St. Louis, Mo., Assistant Traffic Manager. R. H. Borron, Tyler, Texas, General Superintendent. E. W. LeBaume, St. Louis, Mo., G. P. & T. A. R. S. Davis, G. F. A., St. Louis, Mo. S. C. Johnson, St. Louis, Mo., General Auditor. Winslow S. Pierce, New York City, General Counsellor, S. W. West, St. Louis, Mo., General Attorney. M. L. Lynch, Tyler, Texas, Chief Engineer. G. C. Montague, Tyler, Texas, Superintendent of Telegraph.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
Edwin Gould	Irvington, N. Y.	October 7, 1902
Winslow S. Pierce	New York City	October 7, 1902
R. M. Galloway	New York City	October 7, 1902
Jos. Eckert	New York City	October 1, 1901
Wm. H. Taylor	New York City	October 1, 1901
F. H. Britton	St. Louis, Mo.	October 1, 1901
Albert Loeb	New York City	October 2, 1900
Murray Carleton	St. Louis, Mo.	October 2, 1900
A. C. Wolff	St. Louis, Mo.	October 2, 1900

Total number of stockholders at date of last election, 636. Date of last meeting of stockholders for election of officers, October 3, 1899. Postoffice address of General office, St. Louis, Mo. General office in Louisiana, Shreveport, La. Officers connected with General office in Louisiana, T. Alexander, Shreveport, La., Attorney and Agent.

CAPITAL STOCK.

Number of shares—Common, 165,000; preferred, 200,000.

Amount of preferred stock.....	\$20,000,000 00
Amount of common stock.....	16,500,000 00
Total amount of stock paid in.....	36,500,000 00
Amount of stock owned by residents in Louisiana.....	700,000 00
Market value of common stock, June 30, 1900, (9½).....	1,567,500 00
Market value of preferred stock, June 30, 1900, (23½).....	4,700,000 00

Total cash paid to company on account of original capital stock,
issued for purchase of property.

DESCRIPTION OF BONDED DEBT.

First Mortgage Bonds—

Authorized and issued, par value.....\$20,000,000 00

Second Mortgage, Income Bonds—

Authorized, par value.....\$10,000,000 00

Issued, par value.....9,000,000 00

Total.....\$29,000,000 00

DESCRIPTION OF FLOATING DEBT.

Audited vouchers unpaid.....	\$ 91,037 95
Audited pay rolls unpaid.....	120 318 73
Taxes, year 1900, accrued, not due.....	16,593 93
Interest on bonds, due and accrued.....	397,681 53
Equipment and replacement fund.....	90,345 13
Amount of floating debt.....	736,027 33
Amount of funded debt, (includes equipment trust obligations and first mortgage bonds, Gray's Point Terminal Railway Company guaranteed).....	66,356,679 78
Amount of assets.....	70,788,452 89
Amount of liabilities.....	67,092,707 11

DESCRIPTION OF ROAD.

Total length of single main track, 592.70 miles. In Louisiana, 35.80 miles. Total length of sidings, 144.47. In Louisiana, 10.74. Total miles of steel rails and weight, laid in Louisiana during the year, 1,003 feet, 56 pounds, 3,456 feet 35 pounds. Country road crossings, 33, standard crossings. Farm road crossings, 27. Railroad crossings, 14. Semaphore system at one crossing, M. P. 424. Balance of the 13 crossings, no flag or other protection.

INCOME ACCOUNT.

Income from earnings.....	\$1,306,567 16
Income from other sources.....	464,076 30
Total income from all sources.....	\$1,770,623 46
Proportion for Louisiana, (based on total train mileage, 3.30 per cent).....	38,430 9

**GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1900.**

Debits	Amount	Credits	Amount
Cost of road and equip- ment.....	\$47,592,500 00	Capital stock.....	\$36,700,000 00
Gray's Point Term, lease held.....	339 000 00	ones, \$29,000,000.00..	
Construction account..	20,722 81	Equipment trust obli- gations, \$517,673 78..	29 517,679 78
Real estate in Little Rock.....	27,327 95	Gray's Point Term, Ry Co. first mortgage	
Bonds and stocks owned.....	18,270,539 21	bonds guaranteed....	339,000 00
Current assets.....	1,041,184 73	Current liabilities....	6 5,622 15
St. L. Swn Ry. Co., of Tex., genl. acct.	3,103,813 41	Equipment replica- ment fund.....	90,345 18
Trust equipment, un- paid balance.....	393 364 78	Profit and loss.....	3,495,745 78
Total.....	\$70,788,452 89	Total.....	\$70 788,452 89

CONTRACTS.

Pacific Express Company, transportation of express mat-
ter. United States Postoffice Department, transportation of
U. S. mail. Vicksburg, Shreveport and Pacific Railroad Com-
pany, use of bridge and terminals at Shreveport.

ACCIDENTS.

Injured, passengers, 2. Employees, 10. Others, 3. Total
injured, 15.

TRANSPORTATION COMPANIES RUNNING OVER ROAD

Pacific Express Company, and Pullman Company. The
Railway Company received from the Pacific Express Com-
pany, \$46,137.93 per annum. The Railway Company pays two
cents per mile to the Pullman Company for their cars, and the
Pullman Company also get the earnings from the sale of
berths and seats.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 60; value, \$135,000.00. Passenger cars, 22;
value, \$30,800.00. Chair cars, 9; value, \$20,250.00. Officers'
cars, 2; value, \$2,400.00. Combination cars, 1; value, \$600.00
Baggage cars, 18; value, \$15,200.00. Caboose, 34; value,
\$4,250.00. Box cars, 1,703; value, \$255,450.00. Flat cars, 298;

value, \$23,840.00. Gondola cars, 198; value, \$13,860.00. Stock cars, 376; value, \$31,680.00. Construction cars, 8; value, \$3,875.00. Boarding cars, 3; value, \$195.00. Pile drivers, 1; value, \$450.00. Other rolling stock, 2; value, \$600.00. Total cars in service, 2,805; value, \$543,700.00. Proportion for Louisiana, based on single track mileage, 6 per cent. (Entire line 592.7. In Louisiana, 35.8 miles). Cars, 168; value, \$37,622.00.

DESCRIPTION OF TRACK TOOLS. (In Louisiana.)

Wheelbarrows, 2; value, \$1.50. Shovels, 33; value, \$15.47. Picks, 21; value, \$5.00. Track scales, 1; value \$475.00. Water tanks, 1; value, \$450.00. Pump house, 1; value, \$60.00. Shop tools, 18; value, \$23.00. All other tools, 293; value, \$291.88. Total, 370; value, \$1,321.85.

GROSS EARNINGS. (Entire Line.)

Total Length, 592.7 Miles.

Freight, \$2,857,624.81. Passenger, \$540,739.72. Express, \$46,132.93. Mail, \$94,423.78. Telegraph, \$3,211.63. Other sources, \$13,047.50. Total, \$3,555,180.46. Proportion for Louisiana (based on total train mileage, 330 per cent), \$117,370.76.

EXPENSES.

Total, \$2,248,623.30. Proportion for Louisiana, (based on total train mileage 330 per cent), \$74,204.57.

GENERAL EXHIBIT.

Total gross earnings.....	\$3,555,180 46
Total expenses.....	2,248,673 30
Net earnings.....	<u>\$1,306,557 16</u>
Interest accruing during the year.....	\$1,160,000 00
Interest paid during the year.....	1,160,000 00
Interest on funded debt.....	1,160,000 00

ANNUAL REPORT

OF THE

Shreveport and Red River Valley Railway Company,

TO THE

RAILROAD COMMISSION OF LOUISIANA.

For the year ending June 30, 1900.

Length, 75 miles in Louisiana.

OFFICERS.

William Edenborn, President. Peter McIlvred, First Vice President. William F. Taylor, Second Vice President. Clarence Ellerbee, Secretary and Treasurer. Peter McIlvred, G. M. W. E. Quinn, Superintendent. Clarence Ellerbee, G. P. A. & G. F. A. C. P. Murray, Auditor. Leonard, Randolph & Randell, General Attorneys. J. M. Phillips, Chief Engineer.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
William Edenborn.....	Chicago, Ill	Jan. 4, 1901.
Clarence Ellerbee	Shreveport, La	Jan. 4, 1901.
Peter McIlvred	Shreveport, La	Jan. 4, 1901.
W. F. Taylor	Shreveport, La	Jan. 4, 1901.
August Mann.....	Rankin, Pa.....	Jan. 4, 1901.

Total number of stockholders at date of last election, 6. Date of last meeting of stockholders for election of officers, January 4, 1900. Postoffice address of general office, Shreveport, La. All officers of the company except the President, live and have their offices in Louisiana.

CAPITAL STOCK.

Number of shares, 10,000.

Amount of common stock\$1,000,000 00
 Total amount of stock paid in..... 600,000 00

Amount of stock owned by residents of Louisiana, 21 shares.

DESCRIPTION OF BONDED DEBT.

Fifty year Gold First Mortgage Bonds, Interest payable July and January 2d, at 4 per cent at office of Farmers' Loan and Trust Company, \$1,520,000.00.

DESCRIPTION OF FLOATING DEBT.

Amount of floating debt.....	\$ 600,600 00
Amount of funded debt	1,520,000 00
Amount of assets (visible and available)	1,520,000 00
Amount of liabilities.....	2,120,000 00
Estimated cost of road-bed, including track, bridges and right-of-way	1,270,000 00

The road is still under construction to Pineville, Louisiana. On which construction about \$600,000.00 has been expended up to date. It is expected that the road will be finished by July 1, 1901.

DESCRIPTION OF ROAD.

Total length of single main track (all in Louisiana), 75 miles. Total length of sidings, 5.65 miles. Total miles of road ballasted with stone, gravel or sand in Louisiana during the year, 2 miles. Total miles of steel rails and weight laid in Louisiana during the year, 2.18 miles; weight, 65 pounds. 38 grade crossings. 88 steel and wood bridges in Louisiana. All in good condition.

DESCRIPTION AND VALUE OF REAL ESTATE IN LOUISIANA.

Acres of land, 16; value, \$6,000.00. Town lots, value, \$10,000.00. Buildings, value, \$7,781.00. Other improvements, value, \$5,740.00. Total value, \$29,521.00.

MISCELLANEOUS.

Office furniture, value, \$200.00.

GENERAL EXHIBIT.

Total gross earnings.....	\$117,939 85
Total expenses	73,586 80
Net earnings	\$ 44,353 05
Interest accruing during the year.....	60,800 00

**GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1900.**

Debits	Amount	Credits	Amount
Cost of road	\$2,120,000 00	Capital stock	\$ 600,000 00
Maintenance of equipment	10,894 16	Funded debt	1,520,000 00
Maintenance of way	9,297 87	Passenger revenue	30,391 18
Conducting transportation	32,251 37	Freight revenue ..	82,094 25
General expenses	20,543 40	Express revenue	2,474 19
Interest on funded debt	63,800 00	News revenue	323 40
		Mail revenue	1,723 53
		Switching revenue ..	333 00
		Profit and loss	16,446 95
Total	\$2,254,386 80	Total	\$2,254,386 80

IMPROVEMENTS MADE DURING YEAR.

Statement shows that 75 miles are in operation. There are 47 miles more under construction and same ought to be completed about July 1, 1901.

CONTRACTS.

Contract with the Vicksburg, Shreveport and Pacific Railway Company for trackage over its bridge across Red River between Bossier Junction and Shreveport.

ACCIDENTS.

Employees injured, 1.

Wells Fargo & Company, Express, operate an express service over this line. This company is allowed 50 per cent of the gross earnings and use our cars.

ANNUAL REPORT
OF THE
Texas and Pacific Railway Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA.

For the year ending June 30, 1900

Total length, 1,514 miles. Length in Louisiana, 381.30.

OFFICERS.

George J. Gould, New York, President. Frank Jay Gould, New York, Second Vice President. L. S. Thorne, Dallas, Texas, Third Vice President. C. E. Satterlee, New York, Secretary and Treasurer. L. S. Smith, Dallas, Texas, Assistant Secretary and Treasurer. L. S. Thorne, Dallas, Texas, G. M. J. W. Everman, Dallas, Texas, A. G. M. E. P. Turner, Dallas, Texas, G. P. & T. A. C. P. Fegan, Dallas, Texas, Assistant G. P. A. W. W. Campbell, Dallas, Texas, General Baggage Agent. E. L. Sargent, Dallas, Texas, G. F. A. H. Redfield, Dallas, Texas, Assistant G. F. A. R. Fenby, Dallas, Texas, Auditor. E. W. Tower, Dallas, Texas, Assistant Auditor. John F. Dillon, New York, General Counsel. Winslow S. Pierce, New York, General Attorney. T. J. Freeman, Dallas, Texas, General Attorney for Texas. Howe, Spencer & Cocks, New Orleans, La., General Attorneys for Louisiana. B. S. Wathen, Dallas, Texas, Chief Engineer. C. W. Hammond, St. Louis, Mo., Superintendent of Telegraph. F. R. Place, Dallas, Texas, Assistant Superintendent of Telegraph. W. H. Abrams, Dallas, Texas, Land and Tax Commissioner.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
George J. Gou'd.	New York, N. Y.	March, 1901
Samuel Sloan.	New York, N. Y.	March, 1901
Russell Sage.	New York, N. Y.	March, 1901
John T. Terry.	New York, N. Y.	March, 1901
C. M. McGhee.	New York, N. Y.	March, 1901
Isaac J. Wistor.	Philadelphia, Pa.	March, 1901
A. L. Hopkins.	Williamstown, Mass.	March, 1901
Winslow S. Pierce.	New York, N. Y.	March, 1901
Howard Gould.	New York, N. Y.	March, 1901
Frank Jay Gould.	New York, N. Y.	March, 1901
John P. Munn.	New York, N. Y.	March, 1901
T. F. Eckert.	New York, N. Y.	March, 1901
R. M. Galloway.	New York, N. Y.	March, 1901
C. E. Satterlee.	New York, N. Y.	March, 1901

Total number of stockholders at date of last election, 1,035. Date of last meeting of stockholders for election of officers, March 15, 1899. Postoffice address of General office, Dallas, Texas. Postoffice address of General office in Louisiana, New Orleans, La. Officers and their titles connected with general office in Louisiana, R. Strong, General Agent, New Orleans, La. J. B. Paul, Division Superintendent, New Orleans, La. W. F. Braggins, D. F. A., New Orleans, La.

CAPITAL STOCK.

Number of shares, 387,202

Amount of common stock	\$38,720,280 00
Total amount of stock paid in	38,720,280 00
Amount of stock owned by residents of Louisiana	159 shares
Market value of common stock	5,517,628 50

DESCRIPTION OF BONDED DEBT.

First mortgage bonds	\$24,992,093 69
Second mortgage bonds	24,979,300 11
First mortgage E. D. bonds and other bonds and bond script payable under the plan of re-organization	3,547,432 57
Port Allen branch bonds	312,000 00
Total	\$53,830,826 37
Market value of bonded debt	\$42,549,525 00

DESCRIPTION OF FLOATING DEBT.

Sixty Lease Warrants issued to the American Car Foundry Company in payment for purchase of 300 flat cars at

\$3,251.64 each, due on 1st day of each month July 1, 1900 to June 1, 1905, with privilege of anticipating payments upon notice, \$173,100.00. Amount of floating debt, \$173,100.00. Amount of funded debt, \$53,830,826.37. Amount of assets, (current, exclusive of material and supplies on hand) \$958,975.89. Amount of liabilities, \$919,658.87. Estimated value of road-bed, including track, bridges and right-of-way, in Louisiana, \$3,032,000.00.

DESCRIPTION OF ROAD.

Total length of single main track, 1,514 miles. Total length of single main track in Louisiana, 381.30 miles. Total length of sidings 309.27 miles. Total length of sidings in Louisiana, 112.23 miles. Total miles of road ballasted with stone, gravel or sand in Louisiana, during the year, and cost, (main line) 19.02; cost, \$57,713.48. Total miles of track fenced in Louisiana during the year, and cost, (main line) 20.02; cost, \$2,568.50. Number of grade crossings in Louisiana, and precautions at each for the prevention of accidents, 46. Railroad and tramway crossings. Trains come to a full stop and whistle crossing signal at each crossing.

BRANCHES CONSTRUCTED IN LOUISIANA DURING THE YEAR.

Port Allen Branch, from Port Allen to New Roads, main track 24.75 miles. Sidings, 6.06 miles.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 225; value, \$683,000.00. Passenger cars, 62; value, \$70,100.00. Chair cars, 16; value, \$32,000.00. Officers' cars, 2; value, \$5,000.00. Combination cars, 14; value, \$9,900.00. Baggage, express and postal cars, 45; value, \$26,600.00. Cabooses, 110; value, \$18,316.00. Box cars, 3,591; value, \$486,765.00. Flat cars, 983; value, \$124,527.00. Stock cars, 164; value, \$21,556.00. Boarding and construction cars, 253; value, \$39,150.00. Wrecking cars, 8; value, \$7,000.00. Pay cars, 1; value, \$2,000.00. Pile drivers, 5; value, \$1,500.00. Other rolling stock, 518; value, \$32,643.00. Total 5,997; value, \$1,560,057.00. Proportion for Louisiana, \$594,381.72.

DESCRIPTION OF TRACK TOOLS, ETC.

Water tanks, 25; value, \$20,000.00. Pump houses, 25; value, \$4,400.00. All apportioned to Louisiana. Value of real estate in Louisiana, \$829,762.00.

MISCELLANEOUS.

Office furniture, \$4,000.00. Total, \$4,000.000.

GROSS EARNINGS.

(Entire Line.)

Freight, \$5,986,125.59. Passenger, \$1,906,499.16. Express, \$153,817.28. Mail, \$265,076.18. Other sources, \$297,612.10. Total, \$8,609,150.31.

EXPENSES.

(Entire Line.)

Maintenance of way, \$1,405,057.00. Maintenance of equipment, \$1,012,087.51. Conducting transportation, \$3,448,964.63. General expenses, \$280,253.55. Total, \$6,146,362.69.

GROSS EARNINGS.

(Louisiana.)

Freight, \$2,027,129.54. Passenger, \$416,133.58. Express, \$40,790.00. Mail, \$53,627.30. Other sources, \$114,224.69. Total, \$2,660,906.15. Number of tons of freight carried one mile in Louisiana, 214,900,374. Average amount received per ton per mile in Louisiana, .0094. Number of miles run by freight trains in Louisiana, 3,521,914. Number of passengers carried one mile in Louisiana, 18,129,074. Amount received per passenger per mile in Louisiana, 02-295. Number of miles run by passenger trains in Louisiana, 2,080,012. Average distance each ton of freight was hauled in Louisiana, 162.03. Average cost of hauling a ton of freight in Louisiana, 97-68. Average distance traveled by each passenger in Louisiana 49-086. Average cost of carrying each passenger in Louisiana, 114-52.

EXPENSES.

(Louisiana.)

Maintenance of way and structure, \$397,751.28. Maintenance of equipment, \$299,866.77. Conducting transportation, \$937,117.70. General expenses, \$83,726.33. Total, \$1,718,462.08.

GENERAL EXHIBIT.
(Entire Line.)

Total gross earnings	\$3,467,543 34
Total expenses, (taxes and net charges to income).....	5,512,731 92
Loss	\$ 45,188 58
Interest accruing during the year.....	\$1,670,180 83
Interest paid during the year	1,647,405 00

INCOME ACCOUNT.

Income from earnings.....	\$3,467,543 34
Income from other sources	175,347 69
Total income from all sources.....	\$3,642,891 03
Proportion of income for Louisiana	\$ 293,461 94

**GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1900.**

Debits	Amount	Credits	Amount
Cost of road and equip- ment.....	\$ 80,917 533 67	Capital stock	\$ 38,740,260 00
General assets.....	433,505 15	Funded debt	54,025,924 77
Bond and stock owned	9,125,122 37	Current liabilities	919,638 87
Cash and operating as- sets.....	958 975 89	Accrued interest not due	160,624 16
Other assets.....	3,834,461 21	Estimated taxes.....	114,556 93
		Income account to balance	1,328,553 56
Total.....	\$ 95,269,593 29	Total.....	\$ 95,269,593 29

CONTRACTS.

Lease to Southern Pacific Company (Atlantic system)
joint use of track between Alexandria and Cheneyville.

Amount expended for new rolling stock during the year,
\$381,144.01. Proportion for Louisiana, \$293,724.84.

ACCIDENTS.

Killed, passengers, 1. Employees, 1. Others, 12. In-
jured, passengers, 1. Employees, 10. Others, 21. Total in-
jured, 32. Total killed, 14.

The Pacific Express Company runs over this road, paying
50 per cent of gross earnings.

ANNUAL REPORT

OF THE

Vicksburg, Shreveport and Pacific Railroad Company,

(J. H. McCORMICK, Receiver.)

TO THE

RAILROAD COMMISSION OF LOUISIANA.

For the year ending June 30, 1900.

OFFICERS.

J. H. McCormick, Monroe, La., Receiver. C. C. Harvey, New Orleans, La., President. Chas. Schiff, London, Eng., Vice President. D. Graff, New York City, Secretary. J. F. Brent, New Orleans, La., Treasurer. C. C. Harvey, New Orleans, La., General Manager. E. Ford, Vicksburg, Miss., Superintendent. Geo. H. Smith, New Orleans, La., G. P. A. T. F. Steele, New Orleans, La., G. F. A. Larz A. Jones, New Orleans, La., Auditor. H. H. Hall, New Orleans, La., General Counsel. L. W. Stubbs, Vicksburg, Miss., Chief Engineer. F. Y. Anderson, Birmingham, Ala., Land Commissioner.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
G. T. Bonner.....	New York City.....	October 1, 1900.
Frank S. Bond.....	New York City.....	October 1, 1900.
D. Graff.....	New York City.....	October 1, 1900.
C. C. Harvey.....	New Orleans, La.	October 1, 1901.
F. L. Maxwell.....	Mounds, La.....	October 1, 1901.
Charles Schiff.....	London, Eng.....	October 1, 1901.
George A. Strong.....	New York City.....	October 1, 1901.
George C. Waddill.....	Chicago, Ill.....	October 1, 1901.

Total number of stockholders at date of last election, 16. Date of last meeting of stockholders for election of officers, October 2, 1899. Postoffice address of General office in Louisiana, 833 Gravier street, New Orleans, La., All officers, except the Vice President, connected with general office in Louisiana.

CAPITAL STOCK.

Number of shares, 1,650.

Amount of common stock	\$1,650,000 00
Amount of stock paid in.....	1,601,500 00
Amount of stock owned by residents of Louisiana	1,000 00

DESCRIPTION OF BONDED DEBT.

First mortgage not subject to prior lien.....	\$ 106,000 00
Prior lien bonds	1,323,000 00
First mortgage subject to prior lien.....	3,894,000 00
Third mortgage and land grant	1,744 375 00
Income bonds, six per cent	29,000 00
Income bonds, four per cent.....	494,860 00
Total.....	\$7,591,235 00

DESCRIPTION OF FLOATING DEBT.

Audited vouchers and accounts.....	\$ 110,573 48
Wages and salaries.....	20,751 87
Net traffic balances.....	12,548 18
Matured interest coupons unpaid.....	3,299,976 62
Total.....	\$3,442,850 15
Less—	
Cash in hand and in bank.....	\$58,499 00
Agents	20,454 03
Companies and individuals	18,726 51
Total.....	\$97,679 54

Amount of floating debt, \$3,345,170.61. Amount of funded debt, \$7,591,235.00. Amount of assets, exclusive of road and equipment, \$194,189.04. Amount of liabilities, exclusive of stock and bonds, \$4,217,325.01. Estimated value of road bed, etc. "The road is insolvent and in the hands of a Receiver. No reliable estimate has been made of the value. The Board of Assessors have assessed the road at \$6,600 per mile; but it is believed that this is excessive."

DESCRIPTION OF ROAD.

Total length of single main track, (Wascom extension not operated, 17.72 miles). Operated, 170.69 miles. All in Louisiana. Total length of sidings, 31.87, all in Louisiana. Total miles of road ballasted with gravel during the year, 28.9 miles. Total miles of steel rails laid during the year, 5.3 miles. Total miles of track fenced, 5.5 miles.

GRADE CROSSINGS.

Five railroad crossings. All trains stop before crossing other railroads at grade at a distance not exceeding 200 feet

from same, and must not proceed until the way is known to be clear. 214 highway crossings including 26 on the Wascom Extension. Ten bridges. 62.5 miles of track fenced.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 18; value, \$42,000.00. Passenger cars, 11; value, \$16,600.00. Officers' cars, 1; value, \$2,000.00. Combination cars mail and baggage, 1; value, \$3,600.00. Baggage cars, 3; value, \$3,000.00. Caboose, 8; value, \$1,500.00. Box cars, 365; value, \$70,110.00. Flat cars, 166; value, \$20,540.00. Gondola cars, 89; value, \$11,310.00. Stock cars, 32; value, \$6,270.00. Construction cars, 7; value, \$2,600.00. Wrecking cars, 1. Track layers, 1; value, \$300.00. Other rolling stock, value, \$1,036.00. Total, all cars, 705; value, \$180,866.00.

DESCRIPTION OF TRACK TOOLS, ETC.

Wheelbarrows, 29; value, \$14.50. Shovels, 240; value, \$60.00. Picks, 130; value, \$32.50. Scales, 2; value, \$200.00. Pump houses, 9; value, \$2,400.00. Engineers' instruments, value, \$300.00. Shop tools, \$5,000.00. Proportion for Louisiana, \$8,007.00.

DESCRIPTION OF REAL ESTATE.

Acres of land, 178,697; value, \$89,348.00. Town lots, terminals at Delhi, Monroe, and Shreveport, value, \$41,800.00. Buildings, depots, section houses and lots, value, \$16,565.00. Total value, \$147,713.00.

MISCELLANEOUS.

Miles of telegraph, 96; value included in road. Steel rails, 643 tons; value, \$12,441.43.

GROSS EARNINGS.

Freight, \$409,764.43. Passenger, \$179,621.12. Express, \$12,000.00. Mail, \$23,853.57. Telegraph, \$2,282.66. Other sources \$58,959.60. Total, \$686,381.38.

Number of tons of freight carried one mile, 28,119,046. Average amount received per ton per mile, 1.457 cents. Number of miles run by freight trains, 132,068. Number of passengers carried one mile, 6,621,014. Amount received per passenger per mile, 2.713 cents. Number of miles run by passenger trains, 130,567. Average distance each ton of freight was hauled, 93.74 miles. Average distance traveled by each passenger, 35.32 miles.

EXPENSES.

Total, \$467,162.17. Apportioned as follows, "Operating expenses," \$174,102.20. "Repairs of road, renewal of tracks, bridges, and maintenance of way," \$168,826.60. "Motive power and cars," \$95,382.61. "Other expenses," \$28,550.67.

GENERAL EXHIBIT.

Total gross earnings	\$686,381 58
Total expenses, (including taxes, \$26,000.22)	503,162 59
Net earnings	\$183,218 99
Interest accruing during year	\$408,888 75
Interest paid during year	236,972 51
Interest on funded debt	408,888 75

INCOME ACCOUNT.

Income from earnings	\$686,381 58
Income from other sources	3,534 71
Total income from all sources	\$689,916 69

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1900.

Debits	Amount	Credits	Amount
Cost of road and fixtures	\$10,203,891 81	Capital stock	\$ 1,601,500 00
Cash and current assets	97,679 51	Funded debt	7,391,235 00
Material	78,693 40	Current liabilities	3,442,550 15
Miscellaneous	17,816 10	Accrued bond interest	
Profit and loss	3,011,979 16	not yet due	13,230 00
		Proceeds of land sales ..	761,344 86
Total	\$13,410,060 01	Total	\$13,410,060 01

EXTENSIONS AND IMPROVEMENTS DURING YEAR.

Right-of-way and stations grounds, \$25.00. Grading, \$11,966.95. Bridges, trestles, and culverts, \$11,534.11. Frogs and switches, \$16,270.69. Ballasting, \$4,323.34. Fencing, \$1,363.39. Cattle guards, \$34.45. Station buildings and fixtures, \$2,140.87. Rolling stock, \$6,235.00. Total, \$53,913.80.

CONTRACTS.

The St. Louis Southwestern Railway used the Company's Red River bridge, at 1-2 cent per cwt. on freight, and 10 cents

per passenger. The Shreveport and Red River Valley Railway used the Company's Red River bridge, at \$2.00 per loaded car. The Shreveport, Sherman and Southern Railroad has leased from July 28, 1900, the Wascom Extension and joint use of the Shreveport terminals.

ACCIDENTS.

Killed, passengers, 1. Employees, 3. Others, 2. Injured, passengers, 7. Employees, 26. Others, 5. Total killed, 6. Total injured, 38.

CONTRACTS WITH OTHER COMPANIES.

The Southern Express Company operates over this road, receiving 45 per cent of the gross receipts.

ANNUAL REPORT
OF THE
Yazoo and Mississippi Valley Railroad Company,
TO THE
RAILROAD COMMISSION OF LOUISIANA.

For the year ending June 30, 1900.

OFFICERS.

Stuyvesant Fish, New York, President. John C. Welling, Chicago, Ill., Vice President. J. T. Harahan, Chicago, Ill., Second Vice President. A. G. Hackstaff, New York, Secretary. E. T. H. Gibson, New York, Treasurer. J. F. Wallace, Chicago, Ill., Assistant Second Vice President. A. W. Sullivan, Chicago, Ill., General Superintendent. A. H. Hanson, Chicago, Ill., G. P. A. W. M. Rhett, New Orleans, La., G. F. A. B. F. Ayer, Chicago, Ill., General Counsel. J. M. Dickinson, Chicago, Ill., General Solicitor. David Sloan, Chicago, Ill., Chief Engineer. G. M. Dugan, Chicago, Ill., Superintendent Telegraph. H. C. Leake, New Orleans, La., General Agent.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
J. W. Auchincloss	New York, N. Y.	October, 1900
Walter Luttfgen	New York, N. Y.	October, 1900
E. H. Harriman	New York, N. Y.	October, 1900
J. T. Parahan	Chicago, Ill.	October, 1900
J. C. Welling	Chicago, Ill.	October, 1901
J. M. Edwards	New York, N. Y.	October, 1901
Charles M. Beach	Hartford, Conn.	October, 1901
W. B. Mallory	Memphis, Tenn.	October, 1901
Stuyvesant Fish	New York, N. Y.	October, 1902
C. A. Peabody, Jr.	New York, N. Y.	October, 1902
W. C. Craig	Yazoo City, Miss.	October, 1902
A. Ba'dwin	New Orleans, La.	October, 1902

Total number of stockholders at date of last election, 14.
Date of last meeting of stockholders for election of officers,

October, 4, 1899. Postoffice address of General office, Memphis, Tenn. Postoffice address of General office in Louisiana, New Orleans, La. Officers and their titles connected with the general office in Louisiana: H. C. Leake, General Agent, New Orleans, La. R. S. Charles, Local Treasurer, New Orleans, La., W. M. Rhett, General Freight Agent, New Orleans, La.

CAPITAL STOCK.

Number of shares, 61,634.

Amount of preferred stock.....\$6,168,400 00

DESCRIPTION OF BONDED DEBT.

First mortgage gold, five per cent. bonds.....	\$ 2,800,000 00
First mortgage L. N. O. & T., four per cent. bonds.....	16,832,000 00
Second mortgage income, five per cent. bonds	9,104,000 00
Income bonds, six per cent. non-cumulative	10,000,000 00
Gold imp't. bonds, four per cent	4,775 658 81

Total.....\$43,511,658 81

Amount of Funded debt, \$43,511,658.81. Amount of Assets, \$1,229,382.35. Amount of liabilities, \$617,881.51.

DESCRIPTION OF ROAD.

Total length of single main track, 1,000.68 miles. Total length of single main track in Louisiana, 170.20 miles. Total length of sidings, 216.60 miles. Total length of sidings in Louisiana, 52.91 miles. Total miles of road ballasted with stone, gravel or sand during the year, 1.11 miles. Total miles of steel rails and weight laid in Louisiana during the year and cost, 9.43 miles; cost \$5,764.42 net. Total miles of fence rebuilt in Louisiana during the year, 2.35 miles.

DESCRIPTION OF ROLLING STOCK.

Locomotives, 105. Passenger cars, 46. Officers' cars, 3. Combination cars, 9. Baggage cars, 18. Caboose, 56. Box cars, 2,309. Flat cars, 481. Gondola cars, 383. Stock cars, 49. Wrecking cars, 2. Pile drivers, 3. Track layers, 1. Other rolling stock, 2. Total, 3,467; value, \$1,022,282.00. Proportion for Louisiana, \$165,168.00.

GROSS EARNINGS.

(Lines South of Vicksburg, Miss.)

Freight, \$1,480,521.25. Passenger, \$395,399.33. Express, \$28,594.58. Mail, \$46,306.88. Telegraph, \$2,559.00. Other sources, \$57,105.51. Total, \$2,010,487.08. Proportion of gross receipts for Louisiana, \$1,234,914.18.

EXPENSES.

Maintenance of way and structure, \$405,472.39. Maintenance of equipment, \$164,388.43. Conducting transportation, \$794,732.89. Other expenses, \$477,919.54. Taxes, \$68,171.69. Total, \$1,910,684.94.

GENERAL EXHIBIT.

(Whole Line.)

Total gross earnings.....	\$5,500,889 55
Total expenses.....	3,395,713 50
Net earnings.....	\$1,905 176 05
Interest accruing during the year.....	\$946,240 00
Interest paid during the year.....	946,240 00
Interest on funded debt.....	946,240 00

INCOME ACCOUNT.

Income from receipts.....	\$1,905,176 05
Income from other sources.....	363 44
Total income from all sources.....	\$1,905,539 49
Proportion of income for Louisiana, (deficit).....	\$ 94,092 93

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE
YEAR ENDING JUNE 30, 1900.

Debits	Amount	Credits	Amount
Cost of road.....	\$ 50,804,965 91	Capital stock.....	\$ 6,163,400 00
Cash and current assets.....	1,229,382 35	Funded debt.....	43,511,658 81
Material and supplies ..	362,671 67	Current liabilities.....	617,881 51
		Accrued interest on funded debt not yet payable.....	224,426 67
		Profit and loss.....	1 874,652 94
Total.....	\$52,397,019 93	Total.....	\$52,397,019 93

ACCIDENTS.

Killed, employees, 1. Others, 6. Injured, passengers, 1. Employees, 2. Others, 1. Total killed, 7. Total injured, 4.

APPENDIX "I."

ANNUAL REPORTS OF STEAMBOATS

TO THE

Railroad Commission of Louisiana,

For the Year Ending June 30, 1900.

ANNUAL REPORT
OF THE
LOCKPORT AND RACELAND FLAT BOAT LINE,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1900.

OFFICERS.

Frank Baker, Proprietor, 532 Decatur street, New Orleans,
La. Jos. N. Bourgeois, New Orleans, La., General Manager.
Postoffice address of general office, New Orleans, La.

EQUIPMENT.

Name of Boat	Operates From	To	Miles	No. of Trips
Wego.....	Raceland.....	Cut Off.....	25	Twice a week
Lockport.....	Raceland.....	Cut Off.....	25	Twice a week
White Bean	Raceland	Lockport	7	Daily
Rebecca.....	Raceland.....	Lockport.....	7	Daily

The owner of this line acts as Agent for the Southern Pacific Company, receiving one-third of the rate charged by the Southern Pacific Company to points reached by it.

EARNINGS.

Total amount received for the year ending June 30, 1900, through business	\$17,375 26
Amount received from local business.....	2,415 41
Total	\$19,790 67

GENERAL EXHIBIT.

Total gross earnings.....	\$19,790 67
Total expenses	18,543 35
Net earnings	\$ 1,247 32

ANNUAL REPORT
OF THE
LOWER COAST PACKET COMPANY.
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1900.

OFFICERS.

Paul F. Reynaud, New Orleans, La., Agent. C. S. Kouns,
New Orleans, La., Captain. General office, New Orleans, La.

EQUIPMENT.

Name of Boat	Operates From	To	Miles	Number of Trips
Louise.....	New Orleans...	New Canal..	98	Three per week.
Cleveland.....	New Orleans...	New Canal..	98	Three per week.
Neptune	New Orleans...	New Canal..	98	Three per week.

The boats of the Company only run one at a time, and not regularly.

GENERAL EXHIBIT.

Total gross earnings	\$66,717 10
Total expenses	55,979 17
Net earnings	\$10,737 93

The cost of the boats amounted to \$28,500.00. The capital stock of the Company is reported as \$28,500.00.

ANNUAL REPORT
OF THE
MEMPHIS AND CINCINNATI PACKET COMPANY
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1900.

OFFICERS.

F. A. Laidley, President. R. W. Wise, General Superintendent. Geo. P. Quiggin, Secretary. F. A. Laidley, Treasurer. John C. Dorman, G. F. A.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
F. A. Rothier	Cincinnati, O	January, 1901
M. Ryan	Cincinnati, O.....	January, 1901
J. D. Parker	Cincinnati, O.....	January, 1901
R. W. Wise	Cincinnati, O.....	January, 1901
F. A. Laidley.....	Cincinnati, O.....	January, 1901

EQUIPMENT.

NAME OF BOATS.

John K. Speed, Buckeye State. New South.

CAPITAL STOCK.

Number of shares, 1,500.

Amount of common stock ..	\$150,000 00
Total amount of stock	150,000 00
Amount of assets (Estimated).....	25,000 00

GENERAL EXHIBIT.

Total gross earnings.....	\$14,075 80
Total expenses.....	39,506 32
Loss during year	\$25,430 52

The Memphis, New Orleans and Cincinnati Packet Company is incorporated at Covington, Ky. The boats of the company ply between Cincinnati, Ohio, and New Orleans, La., traversing the Ohio River for 500 miles, and the Mississippi River for 1,013 miles.

ANNUAL REPORT
OF THE
STEAMER NEW CAMELIA.
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1900.

OFFICERS.

Charles G. Coyle, New Orleans, La., General Manager.
W. G. Coyle & Co., General Agents. William Hanover, New Orleans, La., Captain.

Name of Boats	Operates From	To	Miles	No. of Trips
New Camelia.....	New Orleans....	Old Landing....	45	288

35 miles on Lake Pontchartrain and 15 miles on Tehefuncta River.

GENERAL EXHIBIT.

Total gross earnings.....	\$14,911 37
Total expenses	12,654 36
Net earnings.....	\$2,257 01

ANNUAL REPORT
OF THE
STEAMER "ROSA B."
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1900.

M. L. Meredith, Monroe, La., Agent.

EQUIPMENT.

Name of Boat	Operates From	To	Miles	No. of trips
Rosa B.	Monroe..	Onachita and Tributaries above Monroe	170	26 trips

GENERAL EXHIBIT.

Total gross earnings.....	\$5,550 26
Total expenses.....	4,090 74
Net earnings.....	\$1,460 02
Interest paid during the year.....	\$ 33 55
Interest on funded debt.....	21 55
Dividends declared during the year.....	1,000 00

APPENDIX J."

ANNUAL REPORTS

OF

Telephone, Telegraph and Express Companies

TO THE

RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1900.

ANNUAL REPORT
OF THE
CUMBERLAND TELEPHONE & TELEGRAPH COMPANY
TO THE
RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1900.

OFFICERS.

President, James E. Caldwell. Vice President, Wm. Litterer. General Manager, James E. Caldwell. Secretary, Leland Hume. Treasurer, T. D. Webb. General Auditor, H. Blair Smith. General Attorney, J. J. Ventress.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
James E. Caldwell.....	Nashville, Tenn.....	1902
William Litterer.....	Nashville, Tenn.....	1901
George B. Knox.....	Nashville, Tenn.....	1903
V. E. Schwab.....	Nashville, Tenn.....	1901
Henry Sperry.....	Nashville, Tenn.....	1902
A. G. Shooke.....	Atlanta, Ga.....	1901
W. W. Berry.....	Nashville, Tenn.....	1903
M. J. Smith.....	Nashville, Tenn.....	1903
W. H. Wolocoton.....	New York.....	1902
E. M. Barton.....	Chicago, Ill.....	1902
John E. Hudson.....	Boston, Mass.....	1901

Total number of stockholders at date of last election, 358. Date of last meeting of stockholders for election of officers, March 1, 1900. Postoffice address of General office, Nashville, Tenn. Postoffice address of General office in Louisiana, New Orleans, La. Names of officers and their titles, connected with the General office in Louisiana, E. L. Powell, Manager, New Orleans, La. John H. Carter, Cashier.

CAPITAL STOCK.

Number of shares, 53,653½.

Amount of common stock	\$5,368,350 00
Total amount of stock paid in	5,368,350 00
Amount of stock owned by residents of Louisiana	2,800 00
Market value of common stock	103½
Total cash paid to company on account of original capital stock	5,368,350 00

DESCRIPTION OF BONDED DEBT.

Amount of bonded debt, \$1,225,000.00. Twenty year gold bonds dated January 1, 1898, \$970,000.00. Interest at 5 per cent. Six per cent bonds issued by the Ohio Valley Telephone Company and assumed by this Company, \$16,000.00. Five per cent debenture bonds issued by this Company, \$239,000.00.

DESCRIPTION OF FLOATING DEBT.

Amount of floating debt	\$ 264,866 31
Amount of funded debt	282 243 21
Amount of assets	8,182,328 42
Amount of liabilities	7,951,354 47
Estimated value of line, including instruments, batteries and right-of way	7,043 525 66
Due various firms for material, etc	264,866 31

DESCRIPTION AND VALUE OF REAL ESTATE IN LOUISIANA.

Buildings—Brick, at New Orleans	\$55,000 00
Brick, at Shreveport	4,500 00
Total	\$59,500 00

MISCELLANEOUS.

(In Louisiana.)

	Number.	Value.
Miles of line in Louisiana	1,291½	
Office furniture	22	
Switch-boards	22	220,641 25
Live-stock	25	
Equipment on hand not in use		12,000 00
Total		\$232,641 25

OPERATING EXPENSES.

General Expenses—Salary of President and General Manager, \$12,000.00. Salary of Secretary and Assistant General Manager, \$5,000.00. Salary of Treasurer, \$5,300.00. Salary of Auditor, \$1,800.00. Salary of clerks, \$29,435.26. Salary of operators, \$193,058.84. Salary of other employees, \$189,614.08.

Other Expenses—Amount paid for fuel, light, repairs to line and depreciation on instruments, \$379,559.55. Amount expended for and in instruments, and other royalty, \$78,037.37. Amount paid for legal services, \$11,135.44. Amount paid for rent, \$37,233.81. Amount paid for insurance, \$11,257.40. Amount paid for taxes, \$58,172.35. Amount paid for stationery and printing, \$27,140.88. Amount paid for other expenses, \$168,150.86. Total, \$1,204,895.84.

GENERAL EXHIBIT.

Total gross earnings	\$1,459,903 22
Total expenses	1,204,895 84
Net earnings	\$ 285,007 38
Interest accruing during the year	76,545 04

INCOME ACCOUNT.

Income from earnings	\$1,442,546 13
Income from other sources	47,327 09
Total income from all sources	\$1,489,903 22
Proportion of gross income for Louisiana	178,385 15

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE YEAR ENDING JUNE 30, 1900.

Debits	Amount	Credits	Amount
Cost of line	\$ 7,043,525 66	Capital stock	\$ 5,368,350 00
Cost of supplies	101,774 48	Funded debt	1,225,000 00
Real estate	319,906 60	Surplus	388,156 25
Accounts receivable	613,956 33	Reserve account	422,738 70
Premium account	1,500 00	Special debt	282,243 21
Cash	101,505 55	Debt	264,866 31
		Balance	230,974 15
Total	\$ 8,182,328 62	Total	\$ 8,182,328 62

The Cumberland Telephone and Telegraph Company operates lines on the streets, alleys, and public ways in Louisiana as follows, to-wit:

Abbeville, Amite City, Baton Rouge, Baldwin, Bayou Sara, Clinton, Covington, Donaldsonville, Franklin, Hammond, Houma, Jeanerette, Lafayette, Lake Charles, Loreauville, Lutcher, Madisonville, Minden, Monroe, Morgan City, Napoleonville, New Iberia, New Orleans, Patterson, Plaquemine, Ruston, Shreveport, Thibodeaux, Vidalia, Whitecastle, Wilson.

Total length of pole route, 5,200 miles; total number of exchange subscribers, 42,859.

It operates lines and has contracts with the Shreveport and Red River Valley Railroad Company, from Shreveport to Compti, about 60 miles; and with the Mississippi Terre Aux Boeuf and Lake Railway from New Orleans to Poydras and Shell Beach, about 39 miles. It also operates lines and has contracts with the Jackson Railroad Company, and attached herewith find copy of the agreement.

CHARGE FOR USE OF INSTRUMENTS FOR TRANSMISSION OF ONE MESSAGE.

For a distance from 1 mile to 7 miles the rate is 10 cents; from 7 to 15 miles, 15 cents; from 15 to 20 miles, 20 cents; from 20 miles to 40 miles, 25 cents; from 40 miles to 80 miles, at the rate of 3-5 cents per mile; over and above 80 miles, at the rate of 1-2 cent per mile, for three minutes conversation.

The rate for exchange subscribers in Louisiana ranges in prices from \$1.00 and upwards, according to character of service desired, distance from Central office, special arrangements or obstacles that have to be made or overcome.

CONTRACTS.

This agreement, made and entered into by and between the Cumberland Telephone and Telegraph Company, of the first part, and the Jackson Railroad Company, represented by its President, W. R. McKowen, party of the second part,

Witnesseth: That, for and in consideration of the sum of one (\$1.00) dollar, each to the other paid, the said Railroad Company hereby grants the Cumberland Telephone and Telegraph Company, its successors and assigns, the right to erect, operate, and maintain, a line of poles, wires, fixtures, with all necessary anchors and braces, along, and upon its right-of-way from McManus to Jackson, Louisiana; and,

It is further agreed by the said Railroad Company, as an inducement for said Telephone Company to erect said line, to transfer men and material free of charge between said points; and,

The said Cumberland Telephone Company agrees to allow space for one private wire on its said poles for Mr. W. R. McKowen from his store or from the Jackson Railroad depot to the Y. & M. V. R. R..

This Contract signed in duplicate this the 13th day of January, A. D. 1900.

CUMBERLAND TELEPHONE & TELEGRAPH COMPANY,
By James E. Caldwell, President.
JACKSON RAILROAD COMPANY,
By W. R. McKowen, President.

ANNUAL REPORT
OF THE
MONROE TELEPHONE COMPANY, Limited.
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1900.

OFFICERS.

William B. Reily, Monroe, La., President. W. L. Morris, West Monroe, La., Vice President. William B. Reily, Monroe, La., General Manager. J. H. McCormick, Monroe, La., Secretary and Treasurer. F. G. Hudson, Monroe, La., General Attorney.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
W. B. Reily	Monroe, La.....	October, 1900.
J. H. McCormick.....	Monroe, La.....	October, 1900.
R. B. Blanks	Monroe, La.....	October, 1900.
T. O. Brewer	Monroe, La.....	October, 1900.
I. Sugar	Monroe, La.....	October, 1900.
J. P. Parker	Monroe, La.....	October, 1900.
W. L. Morris	West Monroe, La.....	October, 1900.

Postoffice address of General office in Louisiana, Monroe, La. Officers connected with general office in Louisiana, all.

CAPITAL STOCK.

Number of shares, 77.

Amount of common stock	\$3,850 00
Total amount of stock paid in	3,850 00
Amount of stock owned by residents of Louisiana.....	3,850 00
Total cash paid to Company on account of original capital stock...	3,850 00

DESCRIPTION OF FLOATING DEBT.

Amount of assets, \$8,608.71. Amount of liabilities, \$3,780.61. Estimated value of line, including instruments, batteries and right-of-way, \$7,500.00.

OPERATING EXPENSES.

General Expenses—Salary of President, \$180.00 per annum. Salary of clerks, \$1,500.00 per annum. Salary of line repairers, \$900.00 per annum.

Other Expenses—Amount paid for lights, fuel, 50 cents per annum. Amount expended for and in instruments, \$109.00.

This Company is incorporated in the town of Monroe, parish of Ouachita, and operates 150 miles of lines connecting with the central station. The charge for connecting with offices is \$30.00 per annum, and for residences, \$18.00 per annum.

ANNUAL REPORT
OF THE
PEOPLES' TELEPHONE COMPANY
TO THE
RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1900.

OFFICERS.

V. E. Shwab, Nashville, Tenn., President. Pope Taylor, New Orleans, La., General Manager. J. C. Symms, Nashville, Tenn., Secretary. Charles Carter, Nashville, Tenn., Treasurer.

ORGANIZATION.

Names of Directors	Po. toffice Address
James E Caldwell	Nashville, Tenn.
V. E. Shwab	Nashville, Tenn.
Leland Hume	Nashville, Tenn.
Charles Carter	Nashville, Tenn.
J. C. Symms	Nashville, Tenn.
Pope Taylor	New Orleans, La.

Total number of stockholders at date of last election, 6.

CAPITAL STOCK.

Number of shares, 3,000.

Amount of common stock\$300,000 00

DESCRIPTION OF BONDED DEBT.

Twenty year 6 per cent gold bonds, due October 1, 1918,
 \$400,00.00. Market value of bonded debt, \$400,000.00.

MISCELLANEOUS.

Miles of line in Louisiana, (underground—Cable Aerial),
 8,404 miles. Value, \$84,320.00. Office furniture, value, \$100.00.
 Switch boards, value, \$10,000.00. Total value, \$94,420.00.

GENERAL EXHIBIT.

Total gross earnings.....	\$29,583 65
Total expenses	35,544 03
Loss	\$ 5,960 38
Interest accruing during year.....	24,000 00
Interest paid during the year (from March to June 30th)	8,000 00

INCOME ACCOUNT.

Income from earnings, \$29,583.65. All apportioned to Louisiana.

This company is incorporated in the City of New Orleans, parish of Orleans, and operates on the various streets in the City of New Orleans, Louisiana. Total length of all lines, 8,404 miles. Number of subscribers, 1,886. The charge for use of instrument for one message from public station is 5 cents. The charges for connecting with offices and residences are: Residences, \$3.00 per month. Business, \$4.00 per month.

ANNUAL REPORT
OF THE
THIBODAUX TELEPHONE COMPANY
TO THE
RAILROAD COMMISSION OF LOUISIANA,

For the year ending June 30, 1900.

OFFICERS.

P. L. Braud, Thibodaux, La., President. C. P. Shaver, Thibodaux, La., Vice President. P. L. Braud, Thibodaux, La., General Manager. John B. Taylor, Thibodaux, La., Secretary and Treasurer.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
P. L. Braud	Thibodaux, La.	September 3, 1901
C. P. Shaver	Thibodaux, La.	September 3, 1901
John B. Taylor	Thibodaux, La.	September 3, 1901
E. G. Robechaux	Thibodaux, La.	September 3, 1901
E. J. Brand	Thibodaux, La.	September 3, 1901
Earle Knoblock	New Orleans, La.	September 3, 1901

Total number of stockholders at date of last election, 6.
 Date of last meeting of stockholders for election of officers, September 3, 1900. Postoffice address of General office, Thibodaux, La.

CAPITAL STOCK.

Number of shares, 24.

Amount of preferred stock	\$2,400 00
Total amount of stock paid in	2,400 00
Amount of stock owned by residents in Louisiana	2 400 00
Total cash paid to company on account of original capital stock	2,400 00

Amount of assets, \$5,500.00. Estimated value of line, including instruments, and batteries, \$5,250.00.

MISCELLANEOUS.

Miles of line in Louisiana, 50 miles; value, \$2,675.00. Office furniture, value, \$25.00. Switch boards, value, \$650.00.

Equipment on hand and not in use, value, \$100.00. Instruments, supplies and cash, not enumerated, \$2,050.00. Total value, \$5,500.00.

GENERAL EXHIBIT.

Total gross earnings.....	\$2,932 00
Total expenses.....	2,272 70
Net earnings.....	\$ 659 30

GENERAL BALANCE SHEET AT CLOSE OF BUSINESS FOR THE YEAR ENDING JUNE 30, 1900.

Debits	Amount	Credits	Amount
Cost of lines	\$ 2,675 00	Capital stock	
Cost of fixtures	25 00	Surplus.....	\$ 2 400 00
Switch-board	650 00		3,100 00
Equipments on hand	100 00		
Instruments and cash	2,050 00		
Total	\$ 5,500 00	Total	\$ 5,500 00

The Thibodaux Telephone Company was incorporated in the town of Thibodaux, parish of Lafourche, September 14, 1897. Their lines run on the streets of the town of Thibodaux. One hundred and thirty lines are connected with the central office. The charge for connections with business is \$24.00 per annum, and for residences, \$18.00 per annum, payable quarterly in advance.

ANNUAL REPORT
OF THE
WESTERN UNION TELEGRAPH COMPANY.
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1900.

OFFICERS.

Thomas T. Eckert, New York, President and General Manager. Thomas F. Clark, New York, Vice President. A. R. Brewer, New York, Secretary. M. T. Wilbur, New York, Treasurer. James Merrihan, New York, General Superintendent. J. B. Van Every, New York, General Auditor. Geo. H. Fearons, New York, General Attorney.

ORGANIZATION.

Names of Directors	Postoffice Address
Thos. T. Eckert.....	New York City.
John T. Terry	New York City.
Russel Sage.....	New York City.
A. B. Cornell	New York City.
George J. Gould.....	New York City.
Samuel Sloan.....	New York City.
B. C. Clowry.....	Chicago, Ill.
Louis Fitzgerald.....	Chicago, Ill.
J. Pierpont Morgan.....	New York City.
Edwin Gould.....	Ardoley, N. Y.
Wm D. Bishop	New Haven Conn.
C. P. Huntington	New York City.
Charles Lanier.....	New York City.
Chauncey M. Depew.....	New York City.
H. M. Flagler.....	New York City.
John Jacob Astor	New York City.
Oliver Ames	Boston, Mass.
C. S. Shepherd	New York City.
J. B. Van Every	New York City.
W. F. Cockran	New York City.
J. K. Cowen	Baltimore, Md.
E. H. Perkins, Jr.....	New York City.
J. H. Schiff.....	New York City.
J. Stillman	New York City.
F. J. Gould.....	Irvington, N. J.
T. F. Clark	New York City.
George Coppell	New York City.
W. L. Bull	New York City.
J. H. Hyde	New York City.
Morris K. Jessup.....	New York City.

Total number of stockholders at date of last election, 10,099. Date of last meeting of stockholders for election of officers October 10, 1900. Postoffice address of General office, 195 Broadway, New York. Postoffice address of General office in Louisiana, New Orleans, La. Officers connected with general office in Louisiana, J. R. Terhune, New Orleans, La., Manager.

CAPITAL STOCK.

Number of shares authorized, 1,000,000.

Amount of common stock authorized	\$100,000,000 00
Total amount of stock outstanding	97,340,700 00
Market value of common stock for past sixteen years, \$80 00 per share.	

DESCRIPTION OF BONDED DEBT.

Collateral trust bonds, due January 1st, 1933	\$ 8 502,000 00
Funding and real estate mortgage bonds	10,000 000 00
Building bonds, due May 1st, 1902	1,158,000 00
Total	\$19,660,000 00
Less sinking fund	157,669 54
Balance	\$19,502,330 46

DESCRIPTION OF FLOATING DEBT.

Amount of funded debt	\$ 19 502,330 46
Amount of assets	133,807,360 68
Amount of liabilities	133,807,360 68

DESCRIPTION AND VALUE OF REAL ESTATE.

Value of land and office buildings in New York, Chicago, Ill., etc., and Cable landings, etc., \$4,956,649.31.

MISCELLANEOUS.

Miles of line in Louisiana, 1,858; value, \$241,000.00, as per assessment of the Tax Board of the State of Louisiana.

GROSS EARNINGS.

Receipts from business within the State of Louisiana, \$55,352.33.

OPERATING EXPENSES.

General Expenses—Salary of President, Vice President, Secretary, Treasurer, Auditor, and General Attorney (apportioned to Louisiana), \$562.04. Salary of other officers, (apportioned to Louisiana), \$2,553.15. Salary of clerks, \$17,359.55.

Salary of operators, \$89,971.16. Salary of messengers, \$18,574.62. Salary of line repairers, (\$1,380.00, included in repairs of line.) Salary of battery men, \$300.00. Salary of other employees, \$420.00.

Other Expenses—Amount paid for miscellanies, \$9,266.04. Amount paid for fuel and light, \$3,565.90. Amount paid for repairs to line, \$46,503.74. Amount paid for extending lines, \$19,300.74. Amount expended for and in instruments and batteries, \$7,635.06. Amount paid for legal services, \$2,497.79. Amount paid for rent, \$10,399.12. Amount paid for taxes, \$6,629.69. Amount paid for stationery and printing, \$2,461.23.

Other expenditures, apportioned to Louisiana, \$756.78.
Total, \$238,756.60.

GENERAL EXHIBIT.

Total gross earnings.....	\$24,758,569 55
Total expenses	18,593,205 87
Net earnings.....	\$ 6,165,363 68
Interest on funded debt.....	896,305 60
Dividends declared during the year.....	4,867,983 75
Total income from all sources.....	\$24,758,569 55

As shown in the foregoing statement the receipts of the Company from business transacted within the limits of the State of Louisiana for the year ending June 30, 1900, were \$55,352.33, and the money paid by the Company for the same period for the maintenance of its lines and offices in the State was \$238,756.60.

It is therefore manifest that the Company receives revenues from other business than from the business transacted entirely within the State. It is, however, absolutely impossible to ascertain what share of those revenues should be attributed to the State for the purposes of this report. The interstate business done with the State of Louisiana is in no way the sole creature of the business conditions or telegraph facilities existing and maintained in that State.

That business could not exist at all if it were dependent upon those conditions and facilities. It is created in the first place by the commercial conditions existing in all the States of the Union and in foreign countries, which make markets for the produce of the State of Louisiana. Then those markets are opened and kept accessible to the producers and merchants of Louisiana by the investment of large amounts of capital by the Western Union Telegraph Company, and by the

yearly expenditure of other large sums by that Company for the maintenance of its entire system and costly terminals, no matter whether the use of them is great or little, they being always kept at the highest state of efficiency. The business experience and judgment of the members of the Commission will at once see the difficulties of this subject.

The Western Union Telegraph Company wishing, however, to make a complete and fair statement to the Commission, and after as careful a consideration of the matter as its inextricable complications will permit, believes that the purpose of this report, will be answered by the following statement, namely:

Receipts from business within the State of Louisiana, as shown above	\$ 55,352 33	
Estimated share of receipts from business done with places beyond the State	160 805 84	
		\$216,158 17
Total expenses in the State	\$234,756 60	
Less 10 per cent. for interstate business in which Louisiana has no share as explained below.....	23 875 66	
	\$214,880 94	\$214,880 94
		\$ 1,277 23

The deduction from the total expenses is liberal, because the Company would have to spend practically the same amount for maintenance of lines and offices if it were confined to a business entirely within the State. The cost is the same whether a wire is used for the transmission of one message per day or for as many messages as it can carry. This is shown by the fact that an examination of our reports gives the following scale of receipts at the offices in Louisiana for the month of May, 1900.

31 offices, each,	\$ 2 00 per month or less.	
30 offices, each, over	2 00 per month and less than	\$ 5 00
35 offices, each, over	5 00 per month and less than	10 00
35 offices, each, over	10 00 per month and less than	20 00
17 offices, each, over	20 00 per month and less than	30 00
17 offices, each, over	30 00 per month and less than	50 00
14 offices, each, over	50 00 per month and less than	100 00
2 offices, each, over	100 00 per month and less than	200 00
7 offices, each, over	200 00 per month.	

It is therefore clear that a greater deduction could not be made on account of business beyond the State, and in any case it could only be effected at the very few offices in the State from which enough business is done to require a large force of employees.

It is also to be borne in mind that the foregoing statement of expenses contains no charge for depreciation of plant.

ANNUAL REPORT
OF THE
OCEAN TOW BOAT LINE TELEGRAPH COMPANY,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June, 30, 1900.

OFFICERS.

Alden McLellan, 727 Common street, New Orleans, La.,
President. J. G. Harrison, 727 Common street, New Orleans,
La., Secretary.

MISCELLANEOUS.

Miles of line in Louisiana, 104; value, \$7,800.00. Six sets
of instruments and tables, value, \$150.00. Equipment on
hand and not in use, poles, wire and instruments, value,
\$659.00. Total value, \$8,609.00.

GROSS EARNINGS.

Total gross earnings on through business, \$8,529.24.

OPERATING EXPENSES.

General Expenses—Salary of operators, \$2,700.00. Salary
of messengers, \$360.00. Salary of line repairers, \$600.00.

Other Expenses—Amount paid for miscellanies, \$133.65.
Amount paid other companies, \$136.98. Amount paid for fuel
and light, \$20.93. Amount paid for repairs to line, \$796.89.
Amount expended for and in instruments, \$38.25. Amount
paid for taxes, \$190.08. Amount paid for stationary and
printing, \$56.65. Amount paid for other expenditures, sup-
plies, \$248.54. Total, \$5,281.97.

GENERAL EXHIBIT.

Total gross earnings.....	\$8,529 24
Total expenses	5,281 97
Net earnings	<u>\$3,247 27</u>

INCOME ACCOUNT.

Income from earnings, \$8,529.24. All apportioned to
Louisiana.

ANNUAL REPORT
OF THE
AMERICAN EXPRESS COMPANY,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1900

HISTORY.

The date of the organization of this Company is November 15, 1859, and November 25, 1868, under the laws and government of the State of New York.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
J. C. Fargo.....	New York	} When their successors are elected.
T. M. Pomeroy	New York	
F. F. Flagg	New York	
C. G. Clark	New York	
W. H. Seward	New York	
Charles Fargo.....	New York	
J. Livingston	New York	
E. B. Judson	New York	
L. C. Ledyard	New York	
H. M. Whitney.....	New York	

Total number of associates June 30, 1900, 4,056. Postoffice address of General office of the Company, 65 Broadway, New York City. Postoffice address of General office in Louisiana, corner Union and St. Charles streets, New Orleans, La. Officer: connected with general office in Louisiana, N. T. Brown, New Orleans, La., General Agent.

ORGANIZATION—Continued.

Names of Officers	Title	Location of Office.
J. C. Fargo	President	New York City.
T. M. Pomeroy	First Vice President.....	New York City.
F. F. Flagg	Third Vice President.....	New York City.
C. G. Clark	Treasurer	New York City.
W. H. Seward	Secretary.....	New York City.

CAPITAL STOCK.

This Company being a joint stock association has no capital stock, but only "interests" representing each associates portion of the Company's property. The total number of such interests is 180,000. During the year ending June 30, 1900, \$1,080,000 was divided among the associates.

**ROUTES OVER WHICH EXPRESS COMPANY
OPERATES.**

Names of Railroads	From	To	Miles in Louisiana
Illinois Central (Main Line)	New Orleans ...	State Line.....	87
Yazoo and Mississippi Valley	New Orleans ...	State Line.....	128
Yazoo and Mississippi Valley	Ethel, La	Clinton, La	7.7
Yazoo and Mississippi Valley	Slaughter, La..	State Line, Miss....	35
Total Miles			257.7

ASSESSED VALUE OF EXPRESS PROPERTY IN LOUISIANA.

(At Stations) Exclusive of Land and Buildings.

Names of Places in Louisiana where Express Company has Stations.	Horses, Value of	Wagons and Harness, Value of	Safes and Chests, Value of	Office Furniture, Value of	Other Property, Value of	Total
Amite City.....			\$ 20 00	\$ 13 00	\$ 11 25	\$ 44 25
Arcola			10 00	6 60	3 00	19 60
Baker				1 80		1 80
Baton Rouge.....	\$ 125 00	\$ 145 00	40 00	105 00	20 00	435 00
Bayou Sara			18 00	9 00	3 55	30 55
Burnside				1 40		1 40
Clinton			42 00	3 35		45 35
Convent			21 20	1 80		23 00
Ethel			13 10	1 80	1 00	15 90
Gu'lets				6 60		6 60
Hammond			12 00	22 00	39 75	73 75
Independence			16 50	2 50	22 15	41 15
Kenner			11 00	5 35	8 00	24 35
Kertwood			20 00	2 35		22 35
LaPace				1 80		1 80
Lindsay				1 80		1 80
Lutcher			13 15	1 80		14 95
McManus			13 15	1 80		14 95
Manchac				7 55	5 00	12 55
Natalbany				1 00		1 00
New Orleans	1190 00	2276 40	319 00	1105 00	41 00	4931 40
New River				3 65		3 65
Norwood			13 15	1 80		14 95
Pontchatoula			12 00	6 70	10 00	28 70
Roseland				6 35	11 80	18 15
Ruddock			13 00	3 90		16 90
St Gabriel				75		75
St. Peter				1 80		1 80
Slaughter			17 50	1 80	9 80	29 10
Tangipahoa			13 20	1 80		15 00
Tieffaw				3 15		3 15
Wilson				1 80		1 80
Zachary				1 80		1 80
Total	\$1315 00	\$2421 40	\$ 637 95	\$1339 00	\$ 186 30	\$ 5899 65

VALUE OF EXPRESS PROPERTY IN LOUISIANA,
(In Cars.)

Name of Route	Safes and Chests, Value of	Other Property, Value of	Total
ILLINOIS CENTRAL RAILROAD—			
Cairo and New Orleans	\$ 4 00	\$ 5 28	\$ 9 28
Chicago and New Orleans	72 90		72 90
Canton and New Orleans	5 30		5 30
YAZOO AND MISSISSIPPI VALLEY RAILROAD—			
Clinton and Ethel	4 60		4 60
Memphis and New Orleans	73 75	2 40	76 18
Vicksburg and New Orleans	5 18		5 18
Slaughter and Woodville	3 55		3 55
	\$ 169 31	\$ 7 68	\$ 176 99

OPERATING EXPENSES.

State of Louisiana.

CONDUCTING TRANSPORTATION—	
Station service	\$16,612 59
Train service—Messengers	4,011 11
Loss and damage	374 84
Rent of buildings and other property	4,488 92
GENERAL EXPENSES—	
Salaries of general and division officers	622 95
Salaries of general and division employees	268 13
General and division office expenses and supplies	331 48
Legal Expenses	348 00
Total	\$57,118 01

EMPLOYEES AND SALARIES.

(State of Louisiana)

Class	No.	Average No. of Days Worked.	Compensation	
			Total Yearly	Aver. Daily
General and division officers...	4	365	\$ 682 95	\$ 46
General and division clerks and attendants	18	110	268 13	13
City office employees	73	185	27,576 75	2.06
Station agents, paid by commis- sion	31	365	9,747 90	86
Messengers	34	183	4,011 11	64
Total	160	215	\$42,586 84	\$1.23

GROSS RECEIPTS IN LOUISIANA FOR TRANSPORTATION.

City or Station	Freight originating in Louisiana and destined to points in Louisiana.
Amite City	\$ 1,017 62
Ar. o'a	110 04
Baker	20 15
Baton Rouge	2,905 06
Bayou Sara	580 69
Burnside	142 43
Clinton	337 06
Convent	179 74
Ethel	242 85
Gulletts	187 60
Hammond	1,765 54
Independence	439 63
Kenner	255 87
Kentwood	219 63
LaPlace	121 17
Lindaay	41 55
Lutcher	294 63
McManus	108 20
Manchac	159 04
Natalbany	76 10
New Orleans	15,805 89
New River	355 53
Norwood	159 94
Pontchatoula	729 13
Roseland	713 57
Ruddock	1-3 34
St. Gabriel	73 50
St. Peter	144 75
Slaughter	84 41
Tangipahoa	962 20
Tickfaw	190 86
Wilson	111 53
Zachary	405 35
Total	\$29,124 60

ANNUAL REPORT
OF THE
PACIFIC EXPRESS COMPANY,
TO THE
RAILROAD COMMISSION OF LOUISIANA.

For the year ending June 30, 1900.

HISTORY.

This Company is organized under the laws and government of the State of Nebraska, September 24, 1879.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
James Eggleston	St. Louis, Mo.	January 3d, 1901
H. G. Burt	Omaha, Neb.	January 3d, 1901
C. G. Warner	St. Louis, Mo.	January 3d, 1901
E. B. Pryor	St. Louis, Mo.	January 3d, 1901
J. Ramsey, Jr.	St. Louis, Mo.	January 3d, 1901
S. B. Schnyler	St. Louis, Mo.	January 3d, 1901
Erastus Young	Omaha, Neb.	January 2d, 1901

Total number of stockholders at date of last election, 12. Date of last meeting of stockholders for election of directors, January 4, 1900. Postoffice address of General office of the Company, St. Louis, Mo. Postoffice address of General office in Louisiana, Shreveport, Louisiana. Officer connected with general office in Louisiana, J. W. Duncan, Agent, Shreveport, La.

ORGANIZATION—Continued.

Names of Officers	Title	Location of Office
James Eggleston	President	St. Louis, Mo.
H. G. Burt	Vice President	Omaha, Neb.
W. R. Carter	Secretary and Treasurer	St. Louis, Mo.
G. P. Stebbins	Traffic Manager	St. Louis, Mo.
J. A. Brewster	Assistant Auditor	St. Louis, Mo.
L. A. Fuller	General Supt. Eastern Dept.	St. Louis, Mo.
T. C. Gentsch	General Supt. Western Dept.	Omaha, Neb.
W. R. Bresie	Superintendent	Decatur, Ill.
O. W. Cas	Superintendent	Ft. Worth, Tex.
G. W. Walters	Superintendent	St. Louis, Mo.
Jno. T. Daniel	Superintendent	Kansas City, Mo.
Geo. D. Patterson	Superintendent	Omaha, Neb.
J. W. Rogers	Acting Superintendent	Salt Lake, Utah.
E. P. Newhall	Assistant Superintendent	Canton, O.

CAPITAL STOCK.

Number of shares authorized, 60,000.

Par value of shares	\$ 100 00
Total par value authorized	6,000,000 00
Total amount issued and outstanding	6,000,000 00

ROUTES OVER WHICH EXPRESS COMPANY OPERATES.

NAMES OF RAILROADS.	TERMINALS		MILEAGE	
	From	To	Entire Line	In Louisiana
Arkansas Southern Railway.....	Eldorado, Ark.....	Ruston, La.....	56	39
Avoyelles Railway Company.....	Bunkin, La.....	Simmesport, La.....	27	27
Avoyelles Railway Company—Branch.....	Junction, La.....	Marksville, La.....	9	9
Kansas City, Watkins and Gulf Railway.....	Alexandria, La.....	Lake Charles, La.....	98	98
Natchitoches and Red River Valley Railway.....	Cypress, La.....	Natchitoches, La.....	11	11
St. Louis, Iron Mountain and Southern Railway.....	Alexandria, La.....	Little Rock, Ark.....	292.6	142
St. Louis Southwestern Railway Company.....	Lewisville, Ark.....	Shreveport, La.....	60.9	25
Texas and Pacific Railway Company— New Orleans Division.....	Marshall, Tex.....	New Orleans, La.....	349	324
New Road's Branch.....	Baton Rouge, La.....	New Roads, La.....	32	32
Texarkana, Shreveport and Natchez Railway.....	Texarkana, Tex.....	Shreveport, La.....	72	38
				745

VALUE OF EXPRESS PROPERTY IN LOUISIANA,
(At Stations.) Exclusive of Land and Buildings.

Names of Places in Louisiana where Express Company has Stations.	Horses, Value of	Wagons and Harness, Value of	Safes and Chests, Value of	Office Furniture, Value of	Other Property, Value of	Total
Alexandria.....	\$ 50 00	\$ 70 00	\$ 67 50	\$ 20 00	\$ 48 00	\$ 255 50
Baton Rouge.....					1 00	1 00
Baton Rouge Jet. .			25 00		15 00	40 00
Bayou Goula.....			47 50		1 00	48 50
Belcher.....					1 00	1 00
Benton.....			65 00		7 00	72 00
Bernice.....					1 00	1 00
Bonita.....			35 00		1 00	36 00
Boyce.....			67 50		2 00	69 50
Bunkie.....			67 50	9 00	19 00	95 50
Chamberlin.....			31 75		1 00	32 75
Cheneyville.....					1 00	1 00
Chopin.....			47 50		5 00	52 50
Collinston.....			60 00		1 00	61 00
Columbia.....			10 00		1 00	51 00
Cottonport.....			47 50		1 50	49 00
Cypress.....			25 00		1 50	26 50
Derry.....			20 00		2 00	22 00
Dixie.....					1 00	1 00
Donaldsonville.....			67 50		7 75	75 25
Dubach.....					25	25
Evergreen.....			30 00		1 50	31 50
Fenton.....			25 00		1 00	26 00
Fordoche.....			47 50		1 50	49 00
Forest Hill.....			25 00		1 00	26 00
Galion.....			30 00		1 00	31 00
Gilliam.....					1 00	1 00
Glenmora.....			47 50		1 00	48 50
Gloster.....			47 50		1 00	48 50
G ynn.....					1 00	1 00
Grand Cane.....			67 50		1 00	68 50
Greenwood.....			25 00		1 00	26 00
Grosse Tete.....			40 00		1 00	41 00
Jones.....					1 00	1 00
Keithville.....					1 00	1 00
Killona.....					1 50	1 50
Lake Charles.....	50 00	70 00	67 50	10 00	51 00	248 50
Lamorie.....			47 50		1 00	48 50
Lane.....					1 00	1 00
Lauderdale.....					1 00	1 00
LeCompte.....			67 50		1 00	68 50
Carried forward..	\$ 100 00	\$ 140 00	\$ 1,291 75	\$ 39 00	\$ 190 50	\$ 1,761 25

VALUE OF EXPRESS PROPERTY IN LOUISIANA,
(At Stations.) Exclusive of Land and Buildings.—Continued.

Names of Places in Louisiana where Express Company has Stations	Horses, Value of	Wagons and Harness, Value of	Safes and Chests, Value of	Office Furniture, Value of	Other Property, Value of	Total
Brought forward ..	\$ 100 00	\$ 140 00	\$ 1,291 75	\$ 39 00	\$ 190 50	\$ 1,761 25
Lincecum					1 00	1 00
Lobdell					1 00	1 00
Long Bridge					1 00	1 00
Luling					1 00	1 00
McCall			47 50		1 50	49 00
Mansfield			7 50		17 00	24 50
Mansura			25 00		1 50	26 50
Maringouin			25 00		1 50	26 50
Marksville			20 00		2 50	22 50
Marthaville			47 50		1 00	48 50
Melville			25 00		32 00	57 00
Mer Rouge			50 00		1 00	51 00
Monroe	150 00	100 00	60 00	50 00	75 00	435 00
Moreauville			47 50		1 50	49 00
Morelaud			25 00		1 00	26 00
Morrows			25 00		1 50	26 50
Natchitoches			47 50		6 50	54 00
New Orleans					20 00	20 00
New Roads					1 00	1 00
Oakdale			47 50		10 50	58 00
Oberlin			67 50		1 00	68 50
Olla			50 00		1 00	51 00
Oxford					1 00	1 00
Palmetto			47 50		1 00	48 50
Pelican			47 50		1 00	48 50
Plaindealing			35 00		4 00	39 00
Plaquemine			67 00		15 00	82 00
Pollock			50 00		1 50	51 50
Port Allen					1 00	1 00
Provencal			67 50		1 00	68 50
Reisor					1 00	1 00
Robeline			25 00		2 00	27 00
Riverton					1 00	1 00
Rochelle					2 00	2 00
Rosa			47 50		1 00	48 50
Ruston					50	50
St. Charles			88 85		1 50	90 35
St. James			47 50		1 00	48 50
St. John			25 00		1 50	26 50
Shreveport	250 00	292 50	177 50	125 00	65 50	910 50
Carried forward ..	\$ 500 00	\$ 532 50	\$ 2,635 10	\$ 214 00	\$ 474 00	\$ 4,355 60

VALUE OF EXPRESS PROPERTY IN LOUISIANA,
(At Stations) Exclusive of Land and Buildings.—Continued.

Names of Places in Louisiana where Express Company has Stations.	Horses, Value of	Wagons and Harness, Value of	Safes and Chests, Value of	Office Furniture, Value of	Other Property, Value of	Total
Brought forward	\$ 500 00	\$ 535 50	\$ 2,635 10	\$ 214 00	\$ 474 00	\$ 4,355 60
Simmesport			25 00		8 50	33 50
Sodus			67 50		10 50	78 00
Stonewall					1 00	1 00
Swartz					1 20	1 20
Tullos			22 50		1 20	23 70
Uni					1 00	1 00
Vacherie			25 00		10 00	35 00
Waggaman			47 50		1 00	48 50
Weswego			22 50		40 00	62 50
White Castle			47 50		1 00	49 00
Woodworth					1 00	1 00
Zimmerman					1 00	1 00
Total	\$ 500 00	\$ 532 50	\$ 2 892 60	\$ 214 00	\$ 551 90	\$ 4,691 00

VALUE OF EXPRESS PROPERTY IN LOUISIANA.

(In Cars.)

Name of Route	Safes and Chests, Value of	Total
Alexandria and Lake Charles.....	\$ 7 50	\$ 7 50
Baton Rouge and Baton Rouge Junction.....	7 50	7 50
Bunkie, Marksville and Simmsport.....	7 50	7 50
Cypress and Natchitoches.....	7 50	7 50
Eldorado and Ruston.....	15 00	15 00
Lewisville and Shreveport.....	15 00	15 00
Little Rock and Alexandria.....	25 00	25 00
Marshall and New Orleans.....	660 00	660 00
New Orleans and New Roads.....	15 00	15 00
Texarkana and Shreveport.....	7 50	7 50
Total.....	\$767 50	\$757 50

OPERATING EXPENSES.

(State of Louisiana.)

Refund account.....	\$ 608 16
Rent account.....	1,517 50
Salary account.....	32,540 32
Stable account.....	3,087 47
Stationery account.....	799 92
Tax account.....	801 48
Personal property account.....	1,600 00
Loss and damage account.....	148 71
Office expenses.....	1,718 31
General expenses.....	50 04
Total.....	\$43 401 91

LANDS AND BUILDINGS OWNED BY EXPRESS COMPANY IN LOUISIANA.

Fish shed and platform at Melville, value, \$85.00. Fish and oyster packing house and residence for employees at Westwego, value, \$700.00. Total value of all buildings, \$785.00.

EMPLOYEES AND SALARIES,
(State of Louisiana.)

CLASS	No.	Compensation Total Yearly
General and division officers.....	*	.....
General and division clerks and attendants.....	*	.....
City office employees	†79	\$15,799 73
Station agent*, paid by Commission.....	86	8,101 94
Messengers	21	7,768 65
All other employees and laborers	4	870 00
Total	190	\$32,540 32

*The proportion of general expenses chargeable to Louisiana is not ascertainable. All employees paid by the month. Commission agents paid according to amount of business done. Figures show amount of commission for year ending June 30, 1900.

† Seventy-three of these are joint employees. Only our proportion of salaries is shown.

GROSS RECEIPTS IN LOUISIANA FOR TRANSPORTATION.

CITY OR STATION. (Messenger's Receipts Added.)	Freight originating in Louisiana and destined to points in Louisiana.
Alexandria	\$ 4,712 15
Baton Rouge	1,074 78
Baton Rouge Junction	82 85
Bayou Goula	343 80
Belcher (2 months)	49 20
Benton	584 18
Bernice	77 66
Bonita	364 53
Boyce	1,224 02
Bunkie	1,412 83
Chamberlin (7 months)	22 15
Cheneyville	774 72
Chopin	306 50
Collinston	276 72
Columbia	751 40
Cottonport	289 02
Cypress	465 08
Derry	831 09
Dixie (7 months)	101 30
Donaldsonville	2,100 58
Dubach	51 70
Evergreen	245 54
Fenton	139 70
Fordoche	556 25
Forest Hill	325 53
Galion	83 96
Gilliam (2 months)	35 10
Glenmora	392 40
Gloster	205 05
G ynn (7 months)	56 15
Grand Cane	523 45
Greenwood	177 88
Grosse Tete	319 12
Jones	75 90
Keithville	32 80
Killona	117 90
Lake Charles	1,017 13
Lamorie	255 53
Lane (7 months)	77 37
Carried forward	\$20,932 92

GROSS RECEIPTS IN LOUISIANA FOR TRANS- PORTATION—Continued.

CITY OR STATION. (Messenger's Receipts Added.)	Freight originating in Louisiana and destined to points in Louisiana.
Brought forward	\$20,932 92
Lauderdale	156 08
Lecompte	805 89
Lincecum	223 35
Lobdell (7 months)	29 30
Loma (2 months)	2 05
Loug Bridge	74 93
Luling	393 58
McCall	254 59
Mansfield	629 21
Mansura	186 45
Marionquin	572 06
Marksville	571 50
Marthaville	329 98
Melville	566 50
Mer Rouge	597 95
Mouros	3,141 61
Moreauville	232 08
Moreland	104 98
Morrows	409 76
Natchitoches	1,227 58
New Orleans	10,973 38
New Roads (3 months)	110 95
Oakdale	540 48
Oberlin	373 14
Olla	408 18
Oxford	25 15
Palmetto	276 58
Pelican	242 11
Plaquemine	2,847 24
Plain Dealing	549 16
Pollock	836 90
Port Allen	200 40
Provencal	536 25
Reisor	7 35
Riverton	62 85
Robeline	745 71
Rochelle	37 50
Rosa	256 82
Carried forward	\$50,479 50

GROSS RECEIPTS IN LOUISIANA FOR TRANSPORTATION—Continued.

CITY OR STATION. (Messenger's Receipts Added.)	Freight originating in Louisiana and destined to points in Louisiana.
Brought forward	\$50,479 50
Ruston	139 22
St. Charles (7 months)	116 80
St. James	500 54
St. John	193 94
Shreveport	6,442 98
Simmesport	231 63
Sodus	585 71
Stonewall	97 18
Swartz	459 78
Tullos	310 57
Uni (7 months)	44 84
Vacherie	394 45
Waggaman	127 65
Westwego (10 months)	13 30
White Castle	1,149 48
Woodworth	269 64
Zimmerman	221 80
Total	\$61,779 05

ANNUAL REPORT
OF THE
SOUTHERN EXPRESS COMPANY,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1900.

HISTORY.

The Southern Express Company was chartered by the State Legislature of the State of Georgia, December 21, 1886, and organized July 1, 1887.

ORGANIZATION.

Names of Directors	Postoffice Address	Date of Expiration of Term
M. F. Plant	New York, N. Y.	January, 1901
M. J. O'Brien	New York, N. Y.	January, 1901
O. M. Sadler	Charlottesville, N. C.	January, 1901
H. Dempsey	Augusta, Ga.	January, 1901
R. G. Erwin	Savannah, Ga.	January, 1901
T. W. Leary	Chattanooga, Tenn.	January, 1901
G. H. Tilley	New York, N. Y.	January, 1901

Total number of stockholders at date of last election, 18.
Date of last meeting of stockholders for election of directors,
January, 1900. Postoffice address of General office, Chat-
tanooga, Tenn. Postoffice address of General office in Louisiana,
New Orleans, La. Officers connected with general office in
Louisiana, C. A. Pardue, Agent, New Orleans, La. L. Minor,
Superintendent. Mark J. O'Brien, Superintendent.

ORGANIZATION—Continued.

Names of Officers	Title	Location of Office
M. J. O'Brien	President	New York, N. Y.
M. F. Plant	Vice President	New York, N. Y.
G. H. Till y.....	Secretary and Treasurer...	New York, N. Y.
T. W. Leary.....	General Manager	Chattanooga, Tenn.
C. L. Leop	Traffic Manager	Chattanooga, Tenn.
T. J. Virgin.....	Auditor	Chattanooga, Tenn.

CAPITAL STOCK.

Number of shares authorized, 60,000; 50,000 issued.

ROUTES OVER WHICH EXPRESS COMPANY
OPERATES.

Names of Railroads	Terminals		Mileage	
	From	To	Entire Line	In Louisiana
East Louisiana	Pearl River, La.	Covington, La.	24	24
East Louisiana	Maudeville Junction	Mand'ville, La.	10	10
New Orleans and Mobile ..	New Orleans, La.	Mobile, Ala.	141	37
New Orleans and North-eastern	New Orleans, La.	Meridian, Miss.	196	44
New Orleans and North-western	Natchez, Miss.	Bastrop, La.	101	101
Louisiana and Northwest ..	Bienville, La.	McNiel, Ark.	79	53
Vicksburg, Shreveport and Pacific	Vicksburg, Miss.	Shreveport, La.	172	172
Total			723	441

This Company operates 26,580 miles, and 441 miles in Louisiana.

**VALUE OF EXPRESS PROPERTY IN LOUISIANA,
(In Cars.)**

Name of Route	Safes and Chests, Value of	Other Property, Value of	Total
East Louisiana	\$ 30 00	.....	\$ 30 00
New Orleans and Northwestern	40 00	.....	40 00
Cincinnati and New Orleans	2 293 00	.....	2,293 00
New Orleans and Montgomery	240 00	.....	240 00
New Orleans and Nashville	165 00	.....	165 00
New Orleans and Atlanta	60 00	.....	60 00
Meridian, Mississippi and Shreveport	735 00	\$45 00	781 00
New Orleans and Knoxville	75 00	.....	75 00
New Orleans and Norfolk	80 00	.....	80 00
Chattanooga and New Orleans	30 00	.....	30 00
New Orleans and Meridian	30 00	50 00	80 00
Louisiana and Northwest	45 00	.....	45 00
Total.....	\$3,224 00	\$95 00	\$3,919 00

EARNINGS FROM OPERATION.

Total gross freight revenue, solely within the State.
\$15,379.84.

OPERATING EXPENSES.

(State of Louisiana.)

Conducting transportation	\$ 6 920 94
Station service	5,164 36
Train service—Messengers	1,041 59
Loss and damage	53 30
GENERAL EXPENSES—	
Salaries of general and division officers	1,010 18
Stationery and printing	112 84
Taxes	636 06
Total.....	\$14,939 31

EMPLOYEES AND SALARIES,
(State of Louisiana.)

CLASS	No.	Average No. of Days Worked.	Compensation	
			Total Yearly	Aver. Daily
General and division officers...	1	365	3,000 00	8.22
General and division clerks and attendants.....	1	365	480 00	1.32
City office employees.....	28	365	17,448 11	1.71
Station agents, paid by com- mission.....	41	365	6,497 01	.43
Messengers	35	316	26,112 15	2.36
All other employees and laborers	33	365	12,056 67	1.00
Total	139	3,527	\$65,593 94	1.34

GROSS RECEIPTS IN LOUISIANA FOR TRANSPORTATION.

CITY OR STATION.	Freight originating in Louisiana and destined to points in Louisiana.
Abita Springs	\$ 205 50
Arcadia	675 10
Archibald	60 50
Atkins	45 50
Bienville	120 50
Bastrop	335 10
Calhoun	153 50
California	45 90
Chef Menteur	25 50
Choudrant	150 50
Clayton	95 10
Colliston	45 25
Covington	505 60
Delhi	510 55
Dub erly	95 10
Florence	75 50
Florienville	12 50
Gibbs	479 55
Gilbert	115 25
Girard	150 10
Houghton	250 26
Haynesville	45 15
Homer	325 05
Look Out	335 10
Mandeville	295 50
Mangham	55 95
Monroe	636 15
Mounds	55 60
New Orleans	3,875 50
Oak Ridge	195 45
Pearl River	48 60
Rayville	395 05
Ruston	975 50
Shreveport	1,650 55
Sibley	820 58
Simmsboro	175 10
Slidell	475 50
Tallulah	199 55
Vidalia	75 40
West Monroe	135 25
Winnsboro	191 50
Wister	65 45
Total	\$15,379 84

ANNUAL REPORT
OF THE
WELLS FARGO AND COMPANY EXPRESS,
TO THE
RAILROAD COMMISSION OF LOUISIANA,
For the year ending June 30, 1900.

ORGANIZATION.

Names of Directors	Postoffice Address
John J. Valentine	San Francisco, Cal.
Oliver Eddridge	San Francisco, Cal.
G. E. Gray	San Francisco, Cal.
H. S. King	San Francisco, Cal.
Dudley Evans	New York City, N.Y.
John J. McCook	New York City, N.Y.
H. E. Huntington	San Francisco, Cal.
John Bermingham	San Francisco, Cal.
Andrew Christeson	San Francisco, Cal.

Total number of stockholders at date of last election, 2,076. Date of last meeting of stockholders for election of directors, August 10, 1899. Postoffice address of General office, San Francisco, Cal. Postoffice address of General office in Louisiana, New Orleans, La. Officers connected with the general office in Louisiana and their titles, G. A. Taft, Superintendent, Houston, Texas. J. C. Stuart, General Agent, New Orleans.

ORGANIZATION—Continued.

John J. Valentine, President, San Francisco, Cal. George E. Gray, First Vice President, San Francisco, Cal. Dudley Evans, Second Vice President and Manager Atlantic Department, New York, N. Y. Nathan Stein, Secretary, San Francisco, Cal. Homer S. King, Treasurer, San Francisco, Cal. E. S. Pillsbury, General Counsel, San Francisco, Cal. J. S. Bunnell, General Auditor, San Francisco, Cal. A. Christeson, Manager Pacific Department, San Francisco, Cal. R. A. Wells, Manager Central Department, Kansas City, Mo. G. A. Taft, Superintendent, Houston, Texas. E. L. Mackenzie,

Assistant Superintendent, Houston, Texas. John A. Hyde,
 Assistant Superintendent, Houston, Texas. J. C. Stuart,
 General Agent, New Orleans, La.

CAPITAL STOCK.

Number of shares authorized, 80,000.

Par value of shares.....	\$	100	00
Total par value authorized.....		8,000,000	00
Less bank proportion.....		4,000,000	00
Express.....		4,000,000	00
Total amount issued and outstanding.....		8,000,000	00
Dividends declared (rate, six per cent).....		480,000	00

ROUTES OVER WHICH EXPRESS COMPANY OPERATES.

NAMES OF RAILROADS	TERMINALS		MILEAGE	
	From	To	Entire Line	In Louisiana
Erie System	New York	Chicago, Cincinnati ..	3187.01	.....
Santa Fe System	Chicago	Galy's't'n, S. Francisco ..	7202.44	.....
Southern Pacific	New Orleans	Og'ten, Portland	7750.30	445.31
Kansas City Southern	Kansas City	Lake Chas., Pt. Arthur ..	831.00	248.03
Chicago Great Western	Chicago	Kansas City, St. Paul ..	908.10	.....
Shreveport and Red River Valley	Shr. report	St. Maurice .....	.....	75.00
Houston and Shreveport	Shreveport	Logans, ort. ....	.....	40.00
Other lines of more or less import outside of Louisiana ..	.....	.....	20414.15	.....
Total .....	.....	.....	403-3 00	808.37

VALUE OF EXPRESS PROPERTY IN LOUISIANA,
(At Stations.) Exclusive of Land and Buildings.
(See report for 1899.)

VALUE OF EXPRESS PROPERTY IN LOUISIANA.
(In Cars.)

Name of Route	Safes and Chest, Value of	Other Property, Value of	Total
DeQuincy and Lake Charles	\$ 16 50	11 50	\$ 28 00
*Houston and New Orleans	120 00	162 50	342 50
Lafayette and Alexandria	20 00	26 65	46 65
*Mena and Port Arthur	145 00	219 40	364 40
Schriever and Houma	20 00	4 00	24 00
Baldwin and Cypremont	20 00	5 10	25 10
Cade and Arnaudville	20 00	2 60	22 60
New Iberia and Abbeville	17 50	.....	17 50
Eunice and Gueydon	20 00	.....	20 00
Shreveport and St. Maurice	15 00	7 05	22 06
Total	\$474 00	\$438 20	\$312 81

* Interstate route. Cannot segregate value accruing for Louisiana.

CURRENT ASSETS AND LIABILITIES.

(Entire Line.)

ASSETS—

Cash	\$724,581 90
Due from agents	104,780 16
Total	\$833,362 06

LIABILITIES—

Loans and bills payable	\$372,867 50
Miscellaneous	340,056 57
Balance	120,437 99
Total	\$833,362 06

EARNINGS FROM OPERATION.

(Entire Line.)

Total gross freight revenue\$9,577,532 11

	Entire Line	State of Louisiana
CONDUCTING TRANSPORTATION—		
Station service.....	\$1,619,346 83	\$ 70,387 75
Train service -Messengers.....	466 503 67	17,400 00
Loss and damage.....	65,954 57	1,336 36
Rent of buildings and other property.....	188,041 72	3,960 00
Stable wages of drivers, hostlers, feed, harness and wagon repairs.....	831,631 14	In station service
GENERAL EXPENSES—		
Salaries of general and division officers.....	*189,360 00	19,707 94
Salaries of general and division employees....	*194,203 20	5,440 00
General and division office expenses and supplies.....	213,310 49	3,510 00
Insurance.....	44,746 82	245 93
Stationery and printing.....	93,603 79	4,100 50
Premium and discount.....	12,171 94	198 25
Taxes.....	86 635 55	2,826 98
Personal property.....	117 950 12	2,160 00
Total.....	\$4,123,509 85	\$131 313 71

*Includes pro rata of general salaries of entire line.

INCOME ACCOUNT.

(Entire Line.)

Gross earnings from operation.....	\$9,577,532 11
Less operating expenses.....	\$4,123 509 85
Payments to railroads.....	4,395,549 84
Equipment account.....	142,000 00—
Income from operation.....	\$ 916,472 39

BALANCE SHEET.

(Entire Line.)

ASSETS—June 30, 1900.

Cash	\$724,581 90
Due from agents	105,780 16

LIABILITIES—June 30, 1900.

Bills payable (money orders to be presented)...	\$372,867 50
Cash advances made by company's agents ahead of accounts amounts applying to future ac- counts and vouchers awaiting payment.....	\$413,811 09
Less monthly current balances of agents and others due company	39,156 63

Total	\$404,654 46
Less balances due by U. S. Government	61,627 83—
Balance	340,056 57
	120,437 99
Total	\$333,362 06

EMPLOYEES AND SALARIES,

(Entire Line.)

Class	No.	Average No. of Days Worked	Compensation	
			Total Yearly	Aver. Daily
General and division officers ..	82	365	\$ 189,330 00	\$6 33
General and division office clerks and attendants	272	365	194,203 20	1 95
City office employees	142	365	987,234 00	1 82
Station agents, paid by com- mission	2971	365	681,728 09	63
Messengers	961	365	588,690 00	1 67
All other employees and labor- ers	938	365	450,420 00	1 31
Total	6706	365	\$3,091,635 29	\$1 26

EMPLOYEES AND SALARIES,
(State of Louisiana.)

Class	No.	Average No. of Days Worked.	Compensation	
			Total Yearly	Aver. Daily
General and division officers...	6	365	\$11,400 00	\$5 20
General and division clerks and attendants.....	1	365	480 00	1 31
City office employees.....	30	365	21,571 50	1 97
Station agents, paid by commis- sion.....	87	365	23,816 25	75
Messengers.....	23	365	17,400 00	2 07
All other employees and labor- ers.....	11	365	2,710 50	70
Total	158	365	\$77,378 25	\$1 34

GROSS RECEIPTS IN LOUISIANA FOR TRANS- PORTATION.

CITY OR STATION. (Messenger's Receipts Added)	Freight originating in Louisiana and passing outside of the State.	Freight originating outside the State and destined to points in Louisiana	Freight originating in Louisiana and destined to points in Louisiana.	Total
Abbeville	\$ 44 82	\$ 267 72	\$ 987 41	\$ 1,299 95
Adeline	8 22	54 12	182 24	244 58
Alexandria	197 22	709 38	676 79	1,583 39
Algiers	133 02	172 56	385 11	690 69
Arnaudville	7 56	46 86	240 95	335 37
Atkins .....	.....	13 08	47 56	60 64
Baldwin	27 48	148 38	450 70	626 56
Bayou Sale	27 47	127 86	3-9 75	545 09
Benson	5 22	71 64	47 56	124 42
Blanchard	3 30	14 94	75 30	93 54
Bœuf	3 42	31 44	174 09	209 35
Boutte	4 92	15 84	104 20	124 96
Bowie	19 08	29 70	673 05	721 83
Breaux Bridge	12 54	37 98	307 18	357 70
Broussard	10 98	35 70	329 10	375 78
Cade	13 08	61 08	118 75	192 91
Campti	25 20	42 00	275 95	343 15
Carencro	6 54	30 06	269 54	306 14
Chacahoula	8 46	10 92	195 55	214 93
Cheneyville	17 18	105 26	475 20	588 64
Clarence	2 10	7 26	185 10	195 46
Coushatta	102 06	243 84	751 25	1,097 15
Crowley	655 44	1,394 42	2,125 10	4,178 96
Cypremont	1 62	10 14	311 26	323 02
De Quincy	27 36	119 70	183 22	330 28
De Ridder	27 48	82 32	124 89	234 69
Des Allemandes	234 36	44 40	319 22	597 98
Des Arc	1 56	25 56	119 16	146 28
Duson	1 56	4 14	26 07	31 77
East Point	4 44	28 20	116 27	208 91
Edgerly	15 12	44 64	85 69	145 45
Elm Grove	11 34	79 68	229 52	320 54
Eola	24 48	163 08	645 91	833 47
Erath	18 18	45 24	257 09	320 51
Estherwood	25 26	20 82	46 52	92 60
Eunice	9 60	61 08	392 21	462 89
Florien	11 94	86 46	837 74	436 14
Franklin	139 26	637 05	1,576 57	2,352 91
Frierson	6 48	23 76	35 74	65 98
Gibson	9 45	68 84	202 00	278 32
Gueydon	53 04	162 14	503 20	718 42
Hornbeck	87 12	343 14	568 13	998 39
Honma	12,331 80	1,630 02	1,617 74	15,579 56
Iota .....	.....	29 28	104 45	133 76
Iowa	19 56	17 40	49 40	86 30

**GROSS RECEIPTS IN LOUISIANA FOR TRANS-
PORTATION—Continued.**

CITY OR STATION. (Messenger's Receipts Added.)	Freight originating in Louisiana and passing outside of the State.	Freight originating outside the State and destined to points in Louisiana	Freight originating in Louisiana and destined to points in Louisiana.	Total
Jeannette	\$ 73 02	\$ 357 06	\$ 841 92	\$ 1,272 00
Jenpings	113 46	439 86	611 60	1,164 92
Keachie	14 88	58 14	244 18	317 20
Keithville	5 16	11 58	17 45	34 19
Labadieville	9 12	30 36	112 12	151 60
Lafayette	83 64	633 12	1,201 39	2,518 15
Lafourche	40 74	76 3	262 90	379 96
Lake Charles	1 034 16	2,466 84	3 047 34	6,548 34
LeCompte	4 68	74 76	363 95	443 39
Leesville	207 48	712 98	837 39	1,757 85
Logansport	32 82	186 48	664 23	8-3 53
Mansfield	55 74	102 24	329 17	487 15
Many	107 28	331 68	1,165 90	1,604 86
Mermentau	78 84	141 72	289 40	509 96
Mooringsport	83 40	21 48	94 31	199 19
Morgan City	26,415 90	2,706 48	1,191 40	30,313 78
Myrtis	12 84	64 20	36 82	113 86
Napoleonville	12 42	41 52	58 33	112 27
Neame	105 12	492 72	430 60	1,028 44
New Iberia	558 12	1,152 96	3,757 49	5,468 57
New Orleans	15,265 74	28,299 84	20,048 96	63,614 54
Olivier	4 62	12 96	34 07	51 65
Opelousas	132 24	481 26	1,208 11	1,821 61
Patterson	60 00	445 08	1,144 94	1,650 62
Pickering	108 60	464 16	476 39	1,049 15
Raceland	33 36	85 80	1,025 22	1,144 38
Rayne	64 08	173 04	677 30	914 42
Rodessa	48	1 86	96 6	99 02
St. Maurice			14 05	14 05
St. Martinsville	31 14	233 04	617 12	881 30
Schriever	22 98	60 06	165 26	248 30
Scott	4 20	12 24	8 97	98 41
Shreveport	3,194 88	2,748 36	2 833 67	8,776 91
Singer			12 05	12 05
Starts			4 96	4 96
Sunset	12 36	81 12	532 43	625 91
Sulphur Mine	13 26	88 62	215 37	317 25
Thibodaux	1,007 04	751 38	820 32	2,578 74
Trilby		9 18	65 17	74 35
Vinton	33 90	154 86	240 08	428 84
Vivian	26 52	118 02	140 08	284 62
Washington	21 72	162 54	500 23	684 49
Welsh	82 74	107 58	535 74	726 06
West Lake	58 50	215 94	230 39	504 83
Zwolle	27 72	118 80	519 82	666 40
Totals	\$63,651 84	\$52,330 44	\$65,819 63	\$181,801 91

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